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Navy News

The Newspaper of the Royal Navy and Royal Naval Association

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'Cut' option to recruits

BREAKPOINT AT THE FOURTH YEAR

A "break-point" engagement for seamen and electrical mechanic ratings marks an important step in the Admiralty's aim to so change the structure that men will have a greater freedom to opt out if they wish to do so.

Although men already serving in these categories are not included, if the scheme is a success it will be bound to have an effect on regulations covering the whole Service.

Under the new arrangements for seamen and electrical mechanics, men aged 18 and over, although signing on as now for nine years, will have the option at any time to shorten the engagement to four years.

While retaining this option, they will be paid 10s. a day less than those who commit themselves to the full nine years.

The Ministry of Defence expect a substantial number of extra recruits from the over-18s

— a source which is at present largely untapped.

It is also expected that many who join on the new terms will decide that they do not wish to exercise the option to leave.

The incentives to remain, the Admiralty believes, will be in the great efforts now being made to improve conditions and career prospects.

BETTER CONDITIONS

In addition to the big pay review under way, conditions of service are being improved both ashore and afloat, with better use of men already engaged, and better promotion chances.

The new engagement scheme has been confined to two branches, because that is where the Navy particularly needs recruits.

The sharp decline in recruiting is giving the Navy serious manpower problems, an additional worry being the forthcoming raising of the school leaving age and the resultant contraction of the pool from which boy entrants are drawn.

That is why attention must be directed towards the more adult entry.

Lee Kuan Yew and the Navy

Singapore's Prime Minister Lee Kuan Yew paid the Royal Navy a handsome compliment in his speech at the National Day banquet attended by Princess Alexandra on August 8.

"This evening," he said, "we deem ourselves among the fortunate few who can afford to be proud of their past with no desire to rewrite or touch up the truth."

"It is a short history, 150 years, but long enough for us to value our association with the British people."

"British naval and maritime supremacy is the golden thread that has brought about the four nations of Australia, Malaysia, New Zealand and Singapore."

Verulam's puzzle for the Kremlin

The Kremlin must have received some puzzling messages about Britain's secret space age device, following trials in the Irish Sea involving H.M.S. Verulam and the submarine Andrew.

There was a requirement for the submerged submarine to be marked by a kite balloon, and

each new balloon was "christened."

The inflation took place in the Verulam and the balloon transferred to the submarine by Gemini dinghy, an evolution which, in gusty weather, almost

qualified the Gemini crew for flying pay.

On completion of the transfer, the submarine dived, leaving the balloon at about 200 feet.

The sight of an apparently free balloon careering up and down the shipping lanes of the Irish Sea with a frigate in hot pursuit caused several amusing incidents.

An R.A.F. Shackleton flew over for a closer look, the airman being confronted with the slogan FLY NAVY printed on the side of the balloon.

The Shackleton flew off without comment.

On another occasion, a Russian deep water trawler arrived in the area, and their natural curiosity got the better of them.

The particular balloon they investigated was the one being inspected by our intrepid balloon officer in the photograph.

Doubtless the reports back to Moscow would make interesting reading.

Although it may be said that trials work involves long hours of painstaking effort, at least H.M.S. Verulam's experiences show that it is different — and can be fun.



MODERN MEN

Crowds will throng the dockyard ports at the Bank Holiday week-end, August 30-September 1, to have a day with the Royal Navy.

At Portsmouth, Plymouth, and Chatham, some of the latest vessels will be swarming with families eager for the opportunity to see ships of the Fleet and the men who serve in them. (See centre pages)

End of the tot — report ready

The Royal Navy's rum ration is to go. Discussions have now reached a stage at which an announcement could be expected shortly, explaining the timing and the new arrangements which are to follow.

In effect, the Navy itself has made the decision, because the number of rum drinkers has steadily decreased over the years. The tot is an anachronism which, in the modern Navy, is somewhat suspect in relation to working efficiency, and the introduction of breath tests for drivers has not helped supporters for the retention of a daily swig of "Nelson's blood."

The 3d. a day paid to those who opted out of the rum issue (value 7s. 6d.) could scarcely have been any financial incentive for a more temperate life, and the fading interest in this naval tradition is evidence not only of changing habits but of a much more responsible approach to work and career.

CONCESSIONS?

While it will be interesting to see how the Management compensate for the loss of the ancient privilege, much more importance is attached to the opportunity for bringing up to date generally the regulations concerning the availability of drink in ships.

"Splice the mainbrace," signalled by the Queen after the Western Fleet assembly, may well be among the last opportunities for the Fleet to have an extra ration of rum as a celebration.

No-one likes to see traditions end, but in this case any sadness may be eased by concessions more in keeping with today's Navy than with Nelson's tars.

Today's technical seamen operating a Seacat missile aboard the Fleet's newest ship, H.M.S. Jupiter. They are Graham Thorpe (left) and Leslie John Caple.

The commissioning ceremony for 700 "S" Naval Air Squadron was held at R.N. air station Culdrose on August 19.

The squadron was formed at Culdrose on July 1 to carry out intensive flying trials of the Sea King HAS Mk. 1 helicopter

Royal Navy frigate joins in the "space race."



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DRAFTY'S CORNER

Fings ain't wot they used t' be

CURRENT OF GENTLER TREATMENT FLOWS ON

A rather aggrieved laddy wrote, not long ago, to accuse Drafty of living in the last century and taking a Victorian view of what the modern sailor and his wife ought to put up with by way of separation and so on.

The letter made us all look at conditions 100 years ago, and this made us see modern manning and drafting practices in rather a rosy light.

A foreign commission lasted five years until the turn of the century, when it was halved, and there started a current of gentler treatment which happily still flows on.

Forgetting . . .

So great is the rate at which things change today that anyone can be forgiven for taking all change for granted and so forgetting what life used to be like.

The most important event in the last 20 years was the centralisation of General Service drafting in 1957. At one stroke it abolished a host of problems stemming from tiny drafting and advancement rosters. Easy enough, today, to forget that these ever existed.

But it did more than repair damage, for it paved the way to a programme of improvement in the direction of treating men as individuals, with likes and dislikes to be listened to, even when circumstances prevented Drafty sometimes from satisfying them.

It took a little time for the

buzz to get round that Drafty wasn't asking for preferences out of idle curiosity, and although the Drafting Preference Request was invented in 1964 it has only been in the past year that you have been making extensive use of this means of keeping us in the picture.

Each revision of this form and of the Drafting Preference Card embodies the experience gained from earlier printings. Since 1966 there has been room for you to express a wish on any subject not covered in the printed part of the card.

One of the more important changes in drafting practice was the introduction, in 1968, of a new way of treating Home Sea Service. We are beginning to reap the benefits of a slower rate of turnround, not only in the ships concerned, but also in shore establishments.

Among minor, but useful changes, the Navy's management can claim compensatory roster adjustment for men drafted at short notice (1965), more liberal rules about men who re-engage at home after declining it abroad (1967), the grant of re-engaging leave with the next lot of GSC or FS Leave (1967), shorter periods of separation (1966), improved not-



ice of draft generally (1964 and 1967) and specially for accompanied men abroad (1968).

To help men understand some of the less obvious intricacies of drafting, Drafty's Corner was started in 1965. In addition to this article, useful information about ships commissioning and the state of the advancement rosters is now given. There is also an agony column for the men with itchy feet.

All the shore jobs at home and

"... And if you don't mind, I'll send my own Preference Cards to Drafty if I think I need a change of ship!"

abroad are now published in DCI's and a new list is on its way. Draft Orders show ships' base ports and where married quarters or hirings can be sought.

We have even invented an

Undraft Order — to warn the men at the top of the roster who are too close to time expiry to qualify for an ordinary sea draft that they may well pick up a short-term and perhaps crash draft in their last few months.

The system remains far from perfect, so we are still looking for ways of making it better. But there are some among you who think that we have gone far enough and that we are too solicitous.

ATTRACTIVE SURPRISE

When the Leander-class frigate H.M.S. Charybdis commissioned at Portsmouth, Miss Cyndy Brown (19) travelled down from Barking (Essex) her meet her boy friend, LR02 Maurice Annakin.

Maurice didn't know she was coming, but obviously found it a nice surprise.



Chief's 'disdain' at the pension rules

"Disdain" was the word used by a chief radio supervisor, in a letter to Navy News, to describe the recent relaxation of rules on the commutation of pensions.

"The regulations still imply," he said, "that a man going to pension is incapable of making the right decision as to his civilian life if it involves money in excess of £1,000.

"If a rating wishes to purchase a business he has to wait until he is finally discharged before knowing whether he can have the money he has requested, and if it be for more

than £1,000, a lot of worrying will be done.

"Today, when £1,000 is not such a large sum of money, it should be possible for a man going to pension to be allowed to commute the maximum, with no questions asked, and the money paid to him on his final date."

OFFICIAL REPLY

Navy News contacted the financial wizards on pensions,

and their reply began by explaining that the discretion to commute part of a pension is a concession governed by strict rules common to all three Services, and with which the Admiralty and the other Service boards are bound to comply.

No doubt the chief who wrote will retort that this does not necessarily mean that the rules shouldn't be altered. It is fair, however, to point out that not only is commutation up to £1,000 allowed unconditionally, but a chief with 22 years' service also receives a terminal grant of about another £1,000.

The ex-Serviceman in this country is unique in receiving both a terminal grant of three times his annual pension, and being allowed to raise more capital by commutation. Other pensioners in the land might well be a little envious.

But read on. It may not be generally understood that an important factor in commutation is that the pensioner must be "a good life" in the insurance sense, and in these hectic times, circumstances may change radically in a matter of weeks.

IN PRINCIPLE

In most cases, therefore, there is little point in an application more than a month before going to pension.

In the case of buying a busi-

ness, a rating can ask earlier, and will be informed if the project is acceptable in principle.

During the vital last few weeks, "a good life" intent on buying a business would appear well advised to avoid the M1 and banana skins, or his plans may well go medically awry.

Last word from the pension wizards: Commutation is not necessarily sound planning, since future increases will be forfeited on that part of the pension commuted. Even today, it is cheaper to raise money by such means as mortgage, bank loan, or hire purchase.

New rights to be consulted carry new duties to keep Drafty up to date with changes in personal circumstances. To some the frequent up-dating of DPC's must be rather a chore. And to those unlucky ones whose wishes can't be met the whole business must seem a waste of time.

It is, perhaps, thoughts on such lines that make some men wish for a return to the old ways of telling off the volunteers. It is because the Navy understands this point of view that no one is required to do more than put his name and number on a DPC.

Exchanges of drafts

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

J. R. Evans, ME1 (AMC), H.M.S. Victory, F.M.U. Being drafted to H.M.S. Argonaut January 22 — G.S.C. U.K. Base, Devonport. Will exchange for H.M.S. Bacchante or any Portsmouth based ship. 71 Gould Close, Rowner, Gosport.

N. Miller, PO (UCI), PO's Mess, H.M.S. Neptune, Faslane. (Over six months). Will exchange for Portsmouth Command, ship or shore.

D. Newell, LM(E), H.M.S. Ark Royal. Will exchange for any shore base or Portsmouth running ship or refitting ship. 3 Linton Close, Tamerton Foliot, Plymouth.

A. Gillett, L. Std. 32A Mess H.M.S. Ark Royal. Will exchange for any ship calling at Capetown on the way to the Far East within next three months.

M. G. Seymour, LCEM, H.M.S. Sirius, undergoing refit in Portsmouth. Will exchange for H.M.S. Osprey or immediate area.

B. Lamb, POREL, H.M.S. Scarborough, being drafted to H.M.S. Collingwood (over six months) October 10. Will consider similar shore billet, same interval, anywhere.

J. Cole, AB (UW*), H.M.S. Abdiel. Being drafted to H.M.S. Bulwark, November 5. Will exchange for any married accompanied draft.

R. E. Foster, PO(GA1), Detailed H.M.S. Five, October. Will exchange for H.M.S. Triumph or H.M.S. Forth. Letters: 57, Powerscourt Road, Portsmouth.

P. Mumford, ME1, H.M.S. Exmouth. Will exchange for any small ship or shore base Devonport, Portsmouth or Far East ship. Leander preferred. Any commission.

D. Solter, Std. Indomitable Mess, H.M.S. Heron, Yeovilton, over six months' draft, wishes to exchange for shore base in the Chatham or London area.

A. Madeley, LOEM, 6 Mess, H.M.S. Lochinvar. Will exchange for any shore establishment in Portsmouth area (over 6 months).

J. Brown, OEM1, H.M.S. Lochinvar. Will exchange an "over six months" job in H.M.S. Lochinvar for any ship. Far East or West Indies in near future preferred.

L. McDonald, L.Ck. (ex S). Detailed H.M.S. Heron "over six months" November 4. Will exchange for similar draft, Portsmouth area. Letters — 7, Yew Tree Avenue, Cowplain, Portsmouth.

LAUNCH OF CONQUEROR

The fleet nuclear submarine H.M.S. Conqueror was being launched from the Birkenhead yard of Messrs. Cammell Laird (Shipbuilders and Engineers) Ltd. on August 28.

The naming ceremony was being performed by Lady McGeoch, wife of Vice-Admiral Sir Ian McGeoch, Flag Officer Scotland and Northern Ireland.

Primary role of the Conqueror, of 3,500 tons standard displacement with a length of 285 feet, is to hunt and destroy enemy submarines, for which purpose she will be equipped with the latest developments in underwater detection and weapons.

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Novice among the spies

Crooks and Coronets — Telly Savalas.

A black and white photograph of a woman with long, wavy hair and bangs. She is wearing a light-colored blouse with a lace or ruffled trim on the sleeves and a dark skirt. She is sitting and looking directly at the camera with a neutral expression. The background is dark and out of focus, suggesting an indoor setting.

No. 768

It was presented by H.M.S. Dido earlier this year on behalf of the Standing Naval Force Atlantic, to which the frigate belonged.

Earlier in August, when the Queen and Duke visited Shetland in the Britannia, they held a reception on board and witnessed a steam-past of fishing boats.

This is the third Royal Navy facility to be handed over to the

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Photo: PO Dave Morris

The previous month the Jupiter had sunk a Japanese submarine — the first to be sunk by one of H.M. ships.

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COMMISSIONING FORECAST

Two of the Navy's larger ships are due to recommission in the same month early in 1971.

The 23,000-ton commando ship H.M.S. Albion commissions at Portsmouth in January that year for Home Sea Service, after which she sails for East of Suez.

The same month the 10,000-ton assault ship H.M.S. Intrepid commissions at Singapore for service East of Suez.

January 1971 also sees the recommissioning of two frigates, both on phased General Service Commissions. H.M.S. Phoebe's commission will include a spell in the Mediterranean and H.M.S. Lynx will spend a period East of Suez.

SEPTEMBER

RHYL (A/S Frigate). September 2 at Devonport. Special refit DY control. Port Service.

ASHANTI FLIGHT. September 2 at Portland. Wasp. General Service Commission. U.K. Base Port, Portsmouth.

PUNCHSTON (CMS). September 10 at Bahrain. 9th M.C.M. Squadron. Foreign Service. Middle East (A).

DIDO (GP Frigate). September 15 at Chatham. General Service Commission (Phased). Home/East of Suez / Home. U.K. Base Port, Chatham.

LONDONDERRY (A/S Frigate). September 25 at Rosyth for trials. Port Service. Commissions December 3.

BACCHANTE (GP Frigate). September 27 at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions January, 1970.

HECLA FLIGHT. September 29 at Portland. Wasp. General Service Commission. U.K. Base Port, Devonport.

OCTOBER

BEACHAMPTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

YARNTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

NORFOLK (GM Destroyer). October 9 (tentative date) at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions July, 1970.

NOVEMBER

ASHANTI (GP Frigate). November 24 at Portsmouth. General Service Commission. Home/East of Suez/Home. (Captain's Command) U.K. Base Port, Portsmouth.

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Albion, Intrepid in East of Suez plans

BULWARK (Cdo. Ship). November 5 at Devonport. Home Sea Service/Foreign Service from date of sailing for East of Suez. U.K. Base Port, Devonport (C).

ACHILLES (GP Frigate). November 5 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Devonport.

LONDONDERRY FLIGHT. November 10 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

SALISBURY (A/D Frigate). November 18 at Devonport, for trials. Port Service. U.K. Base Port, Devonport. Captain's Command.

AURORA (GP Frigate). November 18 at Chatham. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Chatham. Captain's Command.

DECEMBER

LONDONDERRY (A/S Frigate). December 3 at Rosyth. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Portsmouth.

SCYLLA FLIGHT. December at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

JANUARY, 1970

SCYLLA (GP Frigate). Mid-January at Devonport. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Devonport. Captain's Command with full Staff.

849B SQUADRON, ARK ROYAL. Early 1970 at Brawdy. General Service Commission. 4 Gannets. U.K. Base Port, Devonport.

JUNO (GP Frigate). January 8 at Chatham. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Chatham. Captain's Command with full Staff.

HECLA (Survey Ship). January 13 at Devonport. General Service Commission. North Atlantic/West Indies. U.K. Base Port, Devonport (A).

HAMPSHIRE (GM Destroyer). January 20. Special C and M Complement at Portsmouth. Port Service.

ZULU (GP Frigate). January 21 at Rosyth. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Rosyth (C).

HECATE (Survey Ship). January 27 at Devonport. General Service Commission. Home/North Atlantic. U.K. Base Port, Devonport (A).

BACCHANTE (GP Frigate). January 15 at Portsmouth. General Service Commission. Home/West Indies. U.K. Base Port, Portsmouth.

ARGONAUT (GP Frigate). January 22 at Devonport. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Devonport.

(M/H). Foreign Service. Middle East. 9th M.C.M. Squadron (E).

824 SQUADRON, ARK ROYAL. Early 1970 at Culdrose. General Service Commission. 6 Sea Kings. U.K. Base Port, Devonport.

NORFOLK FLIGHT. Early 1970 at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

ACHILLES FLIGHT. Early 1970, at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

ARK ROYAL, S.A.S. FLIGHT. Early 1970 at Culdrose. General Service Commission. 2 Whirlwind or Wessex. U.K. Base Port, Devonport.

SALISBURY (A/D Frigate). January 29 at Devonport. General Service Commission. Home/East of Suez / Home. U.K. Base Port, Devonport.

FEBRUARY

JAGUAR (AA Frigate). February 5 at Chatham. General Service Commission (Phased). Home. U.K. Base Port, Chatham.

LOWESTOFT FLIGHT. February 9 at Portland. Wasp. General Service Commission. U.K. Base Port, Chatham.

LOWESTOFT (A/S Frigate). February 19 at Chatham for trials. Port Service. Commissions April 29.

LLANDAFF (A/D Frigate). February 12 at Devonport. General Service Commission (Phased). Home/East of Suez / Home. U.K. Base Port, Devonport.

FAWN and FOX (Coastal Survey craft). February 12 at Devonport. General Service Commission. West Indies/Home. U.K. Base Port, Devonport.

MARCH

DANAE (GP Frigate). March 5 at Devonport. General Service Commission (Phased). Home/East of Suez / Home. U.K. Base Port, Devonport. (Captain's Command).

ACHILLES (GP Frigate). March 12 at Devonport for trials. Port Service. Commissions June. U.K. Base Port, Devonport.

GAVINTON (M/H). March 18 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

GURKHA FLIGHT. March 16 at Portland. General Service Commission. Wasp. U.K. Base Port, Rosyth.

APRIL

MOHAWK (GP Frigate). April (tentative). L.R.P. complement at Portsmouth. Port Service.

BRETON (M/H). April 22 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

NALAD (GP Frigate). April at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home. U.K. Base Port, Portsmouth.

DIOMEDE (GP Frigate). April at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Devonport.

LOWESTOFT (A/S Frigate). April 29 at Chatham. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Chatham.

MAY

LEANDER (GP Frigate). May 1. Dockyard control at Devonport. Port Service.

ARETHUSA (GP Frigate). May 19. At

Submarine drafting

The final manning date given is the date when the whole crew will be complete, drafts will start arriving four months before the final manning date.

OCTOBER, 1969

AENEAS—Final manning date October 10 at Chatham for service with the 2nd Submarine Division.

OBBERON—Final manning date October 31 at Chatham for service with the 7th Submarine Division.

NOVEMBER

ALLIANCE—Final manning date November 21 at Chatham for service with the 2nd Submarine Division.

MARCH, 1970

ORPHEUS—Final manning date March 14 at Chatham for service with the 7th Submarine Division. Drafting preference cards from volunteers for Orpheus by electrical ratings are required October 14, 1969, and remaining branches by November 14, 1969.

PORPOISE—Final manning date March 27

Enjoying the special cake when H.M.S. Fife recommissioned at Chatham after a short re-fit are 3/O Eve Crowe, Wren Pat Horley and L Wren May Anderson, all from Forth Division, R.N.R.

Many of the ship's company come from Northern England and Scotland and, although the new company have been together for only a short time, they have already won the Medway Command athletics trophy and the Command swimming trophy.

Photo: PO(Phot) R. Whalley

A 'COMBINED OP.'



It was a Navy-Army occasion when H.M.S. Euryalus recommissioned, and the band of the 2nd Batt., the Royal Regiment of Fusiliers played on the jetty at Devonport.

The Euryalus, commanded by Capt. James Pertwee, has a close association with the Fusiliers. A bell presented by the Army men to the ship was rung at the ceremony and was also used during the afternoon at H.M.S. Drake for the christening of the children of two members of the ship's company.

Pictured after the recommissioning ceremony are, left to right, LEM Mike Rogers, Cpl. "Flip" Blasdale, LREM Edwin Palmer and Mne. Peter Ogley.

After work-up at Portland, the Euryalus sails for service east of Suez.

JUNE

CLEOPATRA (GP Frigate). June at Devonport. General Service Commission (Phased). Home / East of Suez / Home. U.K. Base Port, Devonport.

ACHILLES (GP Frigate). June 9 at Devonport. General Service Commission. Home/West Indies/Home. U.K. Base Port, Devonport.

GURKHA (GP Frigate). June 25 at Rosyth for trials. Port Service. Commissions September 24.

FEARLESS (Assault Ship). June at Devonport. General Service Commission. Home/East of Suez. U.K. Base Port, Devonport (A).

ENDURANCE (Ice Patrol Ship). End of June at Portsmouth. Fifty per cent. of ship's company. General Service Commission. Home/South Atlantic/South America. U.K. Base Port, Portsmouth.

BULLDOG and BEAGLE (Coastal Survey Craft). Mid-1970 at Chatham. General Service Commission. Home/West Africa/Med. U.K. Base Port, Chatham.

DIOMEDE FLIGHT. Mid-1970 at Portland. Wasp. General Service Commission. U.K. Base Port, Devonport.

HECATE (Survey Ship). Mid-1970 (Tentative).

JULY

NORFOLK (GM Destroyer). July at Portsmouth. General Service Commission. Home. U.K. Base Port, Portsmouth.

DEVONSHIRE (GM Destroyer). July (Tentative) at Portsmouth for trials. Port Service. Commissions December.

TORQUAY (A/S Frigate). July (Tentative). L.R.P. complement at Chatham. Port Service.

AUGUST

BERWICK (A/S Frigate). August (Tentative date) at Chatham for trials. Port Service. U.K. Base Port, Portsmouth. Tentative date for commissioning, October.

HYDRA (Survey Ship). August at Singapore. Foreign Service. Malacca and Singapore Straits.

WISTON (CMS). August 30 (tentative) at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

ANTRIM FLIGHT. August 10 at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

SEPTEMBER

PUNCHSTON (CMS). September (tentative) at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

FALMOUTH (A/S Frigate). Mid-September at Portsmouth for trials. Port Service. Commissions end December.

DIOMEDE (GP Frigate). September 8 at Devonport for trials. Port Service. U.K. Base Port, Devonport. Commissions December. Captain's Command with full Staff.

GURKHA (GP Frigate). September 24 at Rosyth. General Service Commission. Home/East of Suez/Home. U.K. Base Port, Rosyth. (Captain's Command).

OCTOBER

BERWICK (A/S Frigate). October (tentative)

NOVEMBER

BLAKE (Cd. Cruiser). November at Portsmouth. General Service Commission (Phased). Home/East of Suez. U.K. Base Port, Portsmouth.

DEVONSHIRE (GM Destroyer). December at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

LINCOLN (A/D Frigate). November at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

DECEMBER

DIOMEDE (GP Frigate). December at Devonport. General Service Commission. Home/East of Suez/Home. Captain's Command with full Staff. U.K. Base Port, Devonport.

ROTHESAY (A/S Frigate). December at Portsmouth. General Service Commission (Phased). Home / West Indies / Home (Med.) / Home. U.K. Base Port, Portsmouth.

LEOPARD (GP Frigate). December at Portsmouth. General Service Commission (Phased). Home/Med./Home. U.K. Base Port Portsmouth.

FALMOUTH (A/S Frigate). End of December at Portsmouth. General Service Commission. Home/West Indies/Home. Med. U.K. Base Port, Portsmouth.

TENBY (A/S Frigate). November/December.

JANUARY 1971

ALBION (Cdo Ship). January at Portsmouth. Home Sea Service/Foreign Service from date of sailing for East of Suez. U.K. Base Port, Portsmouth (C).

INTREPID (Assault Ship). January at Singapore. Foreign Service Commission. East of Suez (C).

PHOEBE (GP Frigate). January at Chatham. General Service Commission (phased). Home/Med./Home. U.K. Base Port Chatham (Captain's Command with full Staff).

LYNX (A/A Frigate). January at Devonport. General Service Commission (phased). Home/E. of Suez/Home. U.K. base port Devonport.

BRINTON (CMS). January 28 (tentative) at Singapore (tentative). Foreign Service Commission. Middle East. 9th MCM Sq. (A).

NOTES—It is emphasized that the dates and particulars given are forecasts only and may have to be changed — and perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

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THE NAVY'S SHIPS

No. 166

When Blake had a whip

When Winston Churchill was in Russia arguing with Stalin about a Second Front; while Operation Pedestal was taking place in the Mediterranean, when we lost the Cairo and the Manchester — and the gallant Ohio, with a vital cargo, reached Malta — H.M.S. Blake was laid down at Govan. The date — August 17, 1942 — 27 years ago.

Three years later she was launched but, as with her sister ships, the Lion and the Tiger, work was stopped in July, 1946.

Eight years later it was decided to complete the three ships, and they were dismantled ready for resumption to a new design in 1955. The Blake was completed on March 8, 1961, at a cost of a few thousands short of £15 million.

The original designed standard displacement was 8,885 tons. She was to have had nine 6-inch guns, ten 4-inch, numerous pom-poms and Bofors, and two sets of 21-inch torpedo tubes, four in each bank.

As redesigned, the standard displacement was 9,950 tons. Armament was four 6-inch guns

in two twin turrets, and six 3-inch in three twin turrets. The fully automatic guns are equally effective in surface and anti-aircraft roles.

The six-inch have a rate of fire of 20 rounds per minute, and the three-inch are capable of 90 r.p.m.

For conversion

After serving in the Mediterranean as the flagship of the Flag Officer Flotillas, H.M.S. Blake was paid off for conversion to a command helicopter cruiser.

Although the conversion has involved little alteration to the

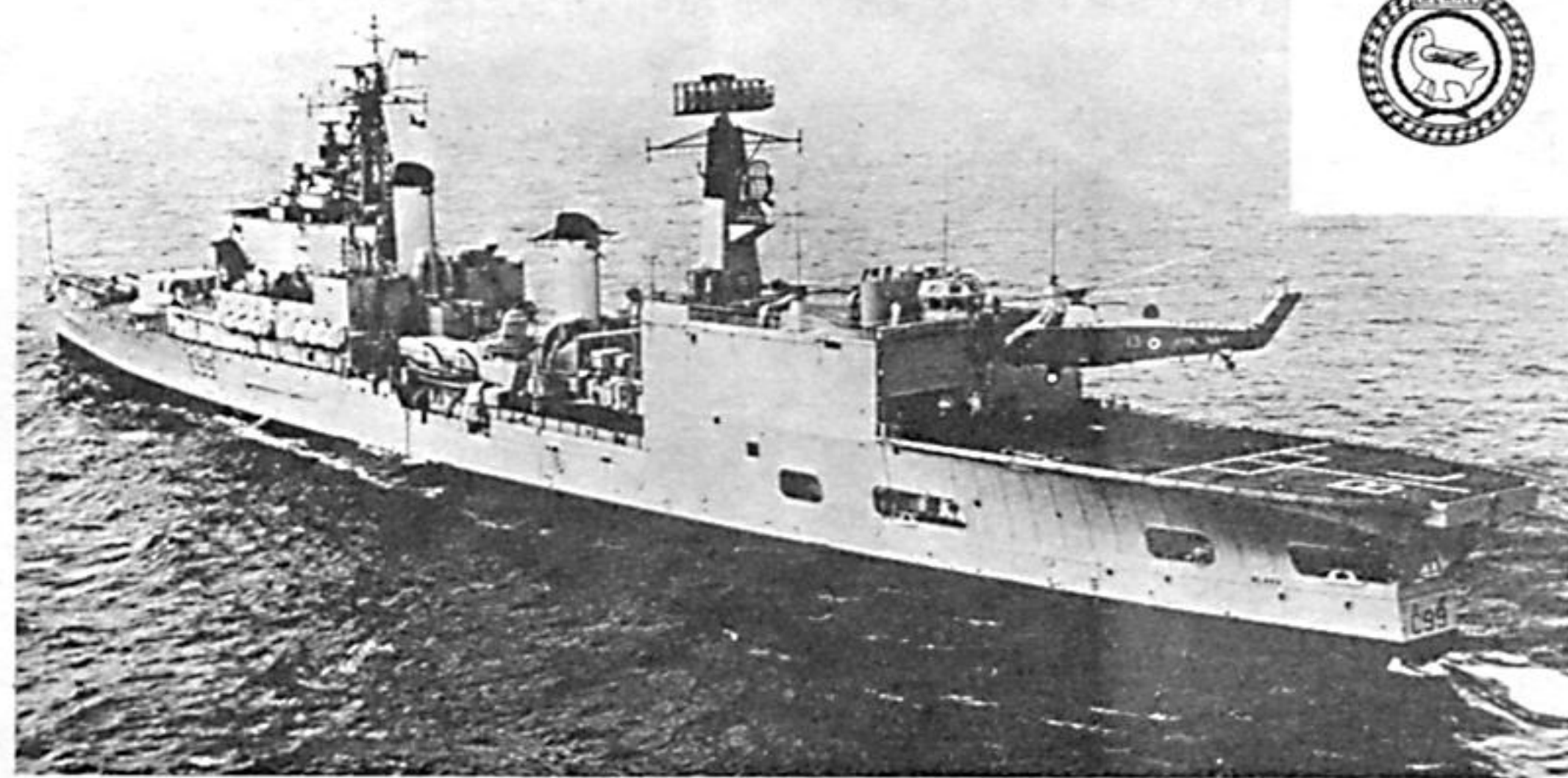
forward part of the ship, even the most casual observer will notice the changes aft. The six-inch gun has gone and the amidships three-inch turrets have been replaced by Seacat missile mountings.

But the most noticeable change is the "shed" — the hanger between the new main mast and the flight deck with the carrier type round-down protruding over the stern.

Below the flight deck are the workshops, briefing room and accommodation for the air group. The ship is at present equipped with four Wessex Mark 3 helicopters, which will be replaced by the larger Sea Kings at a later date.

In the company of conventional carriers, H.M.S. Blake will act as a major unit in the fleet with a command and helicopter capability in support of maritime and anti-submarine operations.

With the demise of the carriers her relative importance increases as she then becomes the major presence, with added implications of command responsibilities.



A helicopter lands on the command helicopter cruiser H.M.S. Blake.

To maintain a more stable platform for operating her helicopters, five pairs of stabilisers have been fitted. These, and the full air conditioning system, are primarily designed to improve the fighting efficiency of the ship. But they also make life for the 900 men on board considerably more comfortable than it was ten years ago.

Four previous ships of the Royal Navy have borne the name of Blake, after Robert Blake, most famous of the Commonwealth "Generals-at-sea," remembered chiefly for his victories over the Dutch Fleet.

On the badge

When Admiral Tromp carried a broom at the masthead to indicate that he had swept the British from the seas, Blake, after defeating the Dutch, carried a

whip to indicate that he had whipped them.

This story is remembered by the unofficial badge from the first-class cruiser of 9,000 tons launched at Chatham in 1889. That badge was an initial letter B, in which a broom and whip are entwined.

The official badge consists of a gold chain (granted to General Blake for the campaign of 1653) enclosing a white martlet, from his crest.

The first Blake was built at Deptford, 1806, and took part in the Walcheren Expedition, being commanded by Capt. E. Codrington, who eventually became Admiral Sir Edward Codrington.

The ship came to a somewhat sticky end for, after a commission in the Mediterranean under the same captain (1810-1812), she was made a prison ship at Portsmouth, being sold in 1816.

The next ship to be named Blake was also built at Deptford in 1805-1808 under the name of Bombay. She was renamed Blake in 1819, but was never commissioned, and in 1823 became a receiving ship at Portsmouth. She was broken up in 1855.

The next ship, although named in 1859, was never completed and was dropped out of the Navy List in 1863, having been made obsolete by the coming of the armoured ship.

The fourth Blake was the cruiser of 1889 which, in 1892 was flagship of the America and West Indies station.

In 1907 she was fitted as a destroyer depot ship and in July, 1914, accompanied the Grand Fleet to Scapa, serving there in that capacity throughout the First World War. She was sold in 1922.

POSTCARD PHOTOS

Photo postcards of H.M.S. Blake or any other ship in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.

Other ships in this series are: Abdiel, Achéron, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion, Alderney, Apollo, Ark Royal, Armada, Ashanti, Auriga, Barrosa, Beagle, Bermuda, Berwick, Blackpool, Brave Borderer, Brighton, Britannia, Bulwark, Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Centaur, Chevron, Chichester, Coruna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (Mod), Eagle (Pre Mod), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Falmouth, Fearless, Fife, Finwhale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes, Intrepid, Jaguar, Jutland, Kent, Kenya, Layburn, Leander, Leopard (Mod), Leopard (Pre Mod), Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Lofoten, Loch Lomond, London, Londonderry, Lowestoft, Lyness, Lynx (Mod), Lynx (Pre Mod), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Nubian, Oberon, Ocean, Ocelot, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Protector, Plymouth, Porpoise, Puma, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyl, Roebuck, Russell, Salisbury (Mod), Salisbury (Pre Mod), Scarborough, Scorpion, Sea Lion, Sheffield, Sidlesham, Sirius, Striker, Taciturn, Talent, Tartar, Tenby, Thesus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Undine, Ursa, Vanguard, Vidal, Vigo, Virago, Wakerful, Warrior, Warspite, Whitby, Woolston, Yarmouth, Zest, Zulu.



Cdr. R. J. F. Turner, commanding officer of H.M.S. Lincoln, holds the tape for his wife to cut to open the new slip-way for children's boats at Lan Tao.

Presentation

The temporary chapel in Fort Grange, H.M.S. Sultan, has been closed and a larger temporary church in the Sultan accommodation area — more accessible to the ship's company and local population — is now in use.

The larger church will be used pending the building of a permanent church, for which plans have been approved.

At a parade at Fort Grange, the chaplain, the Rev. John Scott, was presented by LM(E) Raymond Bateman with a large copy of the New Testament for use in the new church.

Lincoln aids their boating

Sixteen members of the ship's company of H.M.S. Lincoln built a slip-way for children's boats on the island of Lan Tao, Hongkong, in a successful "hearts and minds" operation.

The slip-way was constructed for the local children's playground association to help children staying at the association's school on the island to get their boats into the water without having to travel over rocks and glass for half a mile.

The 16 members of the ship's company on the project set out with camping equipment and food. They also took a ton of underwater cement to provide the slip-way base.

The school warden, Mr. Stephen Choo, offered assistance over accommodation and extra cement and the offer of accommodation was quickly taken up, it being the start of the monsoon season. The two-man tents were regularly flooded out, with the result that two bedraggled figures

were often seen scurrying in a tropical downpour with camp bed and sleeping bags to find drier accommodation in the school hall.

Despite the weather work progressed satisfactorily and a further two tons of cement were delivered. In the end, only two bags were unused.

The opening ceremony was carried out in marvellous weather and after Mrs. Turner, wife of the Lincoln's commanding officer (Cdr. R. J. F. Turner) had cut a ribbon, a number of boys took their boats down the slip-way to try it out.

It didn't collapse — a tribute to the hard work of the "amateurs" from the Lincoln, which later left her duties as Hongkong guardship.



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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

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NAVY NEWS
Sept. 1969

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Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer, or Chief Mechanician rate:

To CPO

Hyland, H. J., 890071; Johnson, M. S., 871459; Cole, C. W., 163072; Williams, R. F., 839787; Newman, D. L., 839229; Setters, F. K. D., 858495; Hirst, A., 863869; Ryder, P. A., 661955; Mead, T. A., 890226; Cotton, W. T., 854043; Cornish, R. G., 858125; Grogan, F. C., 853226; Luff, N. R., 819787; Walton, K. B., 890122; McLaven, L. N., 911706; Clarke, E. J., 887345; Rawlings, J., 836167; Bichell, G. P., 646374; Stead, A. E., 889433.

To MAA

Robbins, N. M., 868970 (Ex Coxswain); Butler, M. J., 874437.

To CPO WTR

Turner, G. W., 887149; Willis, C. H., 904558.

To CPOSA

Underwood, D. N., 893047; Booth-Clibburn, G. H., 923623; Jones, M. L., 916918; Eva, J., 896228.

To CPO CAT

Marks, T. G., 913037.

To CPO CK

EX 'S' Mills, E. W., 923789; Fish, J., 881256.

EX 'O'

MacDonald, J., 849021; Williams, E. J., 878905; Peakman, M. A., 916001.

To CPO STD

Humphrey, F. R., 808019.

To A-CERA

Fuller, T. A., 928562; Johnson, S. M., 928778; Tolcher, A. R., 933554; Cornish, R. J., 933798.

To A/CH MECH

Waller, D. W., 894304.

To CHM(E)

Payne, G., 891505; Keenan, W., 897980; Ward, G., 771280; Meehan, T. A. J., 903353; Vincent, D. W., 891234; Mould, G. E., 867556; Mills, H. A., 894395; Clay, J. H., 907675; Maddison, C. F., 886389; Turner, R. J., 866789.

To A/CH SHIP

Butcher, R. N., 943814; Pugh, F. D. R., 943925; Smith, R. F., 977931; Clarke, D., 933639.

To CHREL

Butler, G. H., 850660; Davey, L. S., 864389; Carl, D., 927788; Leggat, J., 908312; Clifton, G. A., 867960; Smith, C. A., 854057; Culf, C. J., 660513.

To CHREL

Price, R., 942167; Gibbs, P. A., 949935.

To A/CREA

Jones, P. R. A., 969952.

To CPOMA

Geoghan, B., 896033.

To CAA(AE)

White, K. E., FX855617.

To CAF(AE)

Goldthorpe, H., FX906337; Cook, R. E., FX847627; Everett, C. E. R., FX882258; Sheppard, L. E., FX906118; Angell, G. S., FX895231; Hallam, L. A., FX876267.

To CA(AH)

Partington, D. E., FX882368.

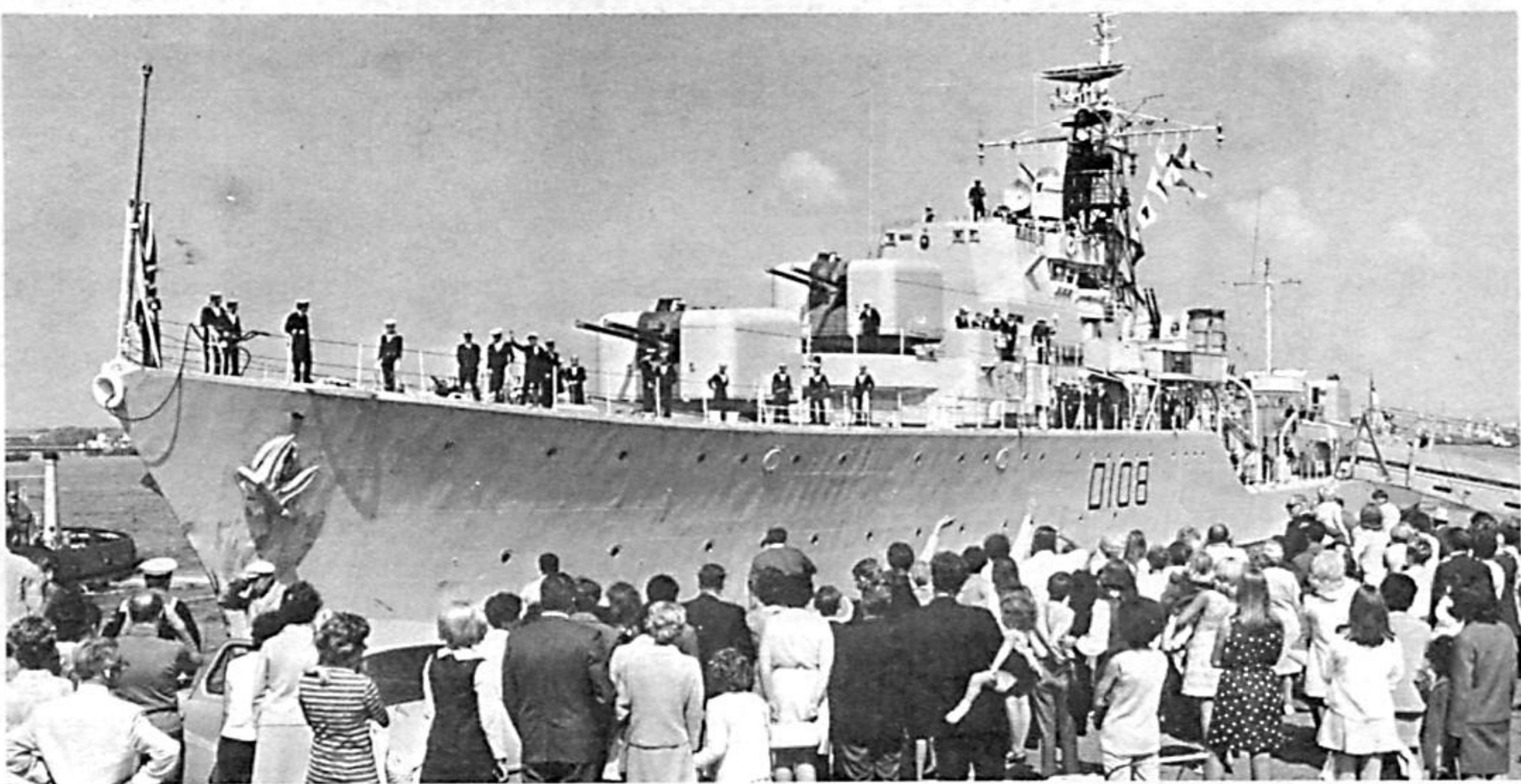
To CA(PHOT)

Smith, W. T., FX886957.

To CHEL(AIR)

Wilson, R. A., FX856287; Thompson, C. D., FX892710; Thorn, H. F., FX893497.

FAREWELL DAINTY



Families and friends greeted H.M.S. Dainty when she arrived at Portsmouth.

Photo: PO Dave Morris

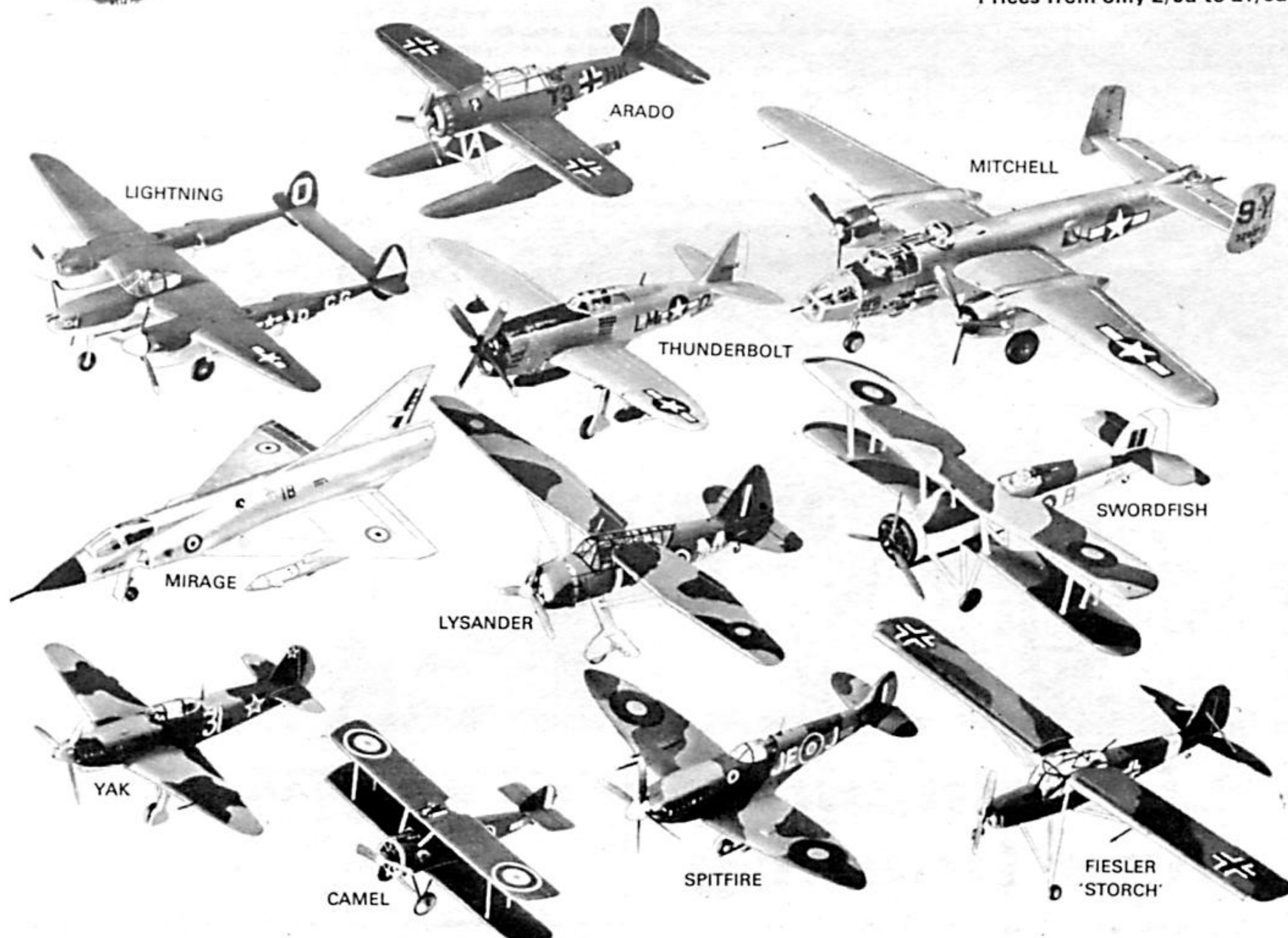


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Served for 16 years

The Daring-class destroyer H.M.S. Dainty returned to Portsmouth to pay off at the end of July, having completed her final commission and so ending 16 years of service in the fleet.

She was, with her sister ships in the class, the largest and most heavily armed conventional destroyer ever built for the Royal Navy.

During her last commission, the Dainty spent two months as guardship at Gibraltar in 1968.

In August 1968 she sailed from Portsmouth for the Far East, but was diverted to Antigua, where political disturbances seemed a possibility.

She later went to Simonstown and then took part in Beira patrols where she inau-

gurated the Beira Bucket.

The Dainty went on to the Far East, where she visited many ports, but her "home from home" was Hong Kong, where she spent two periods as guardship. While there, the ship's company was actively involved in helping the local population on the colony's outlying islands.

On her way home the Dainty, commanded by Cdr. R. W. Moland, again patrolled off Beira.

During her last commission she steamed 70,000 miles, while her total mileage since leaving the builders' slip has been over a quarter of a million.

POINTS LEADERS ON THE ROSTERS

The following table shows the total points of the men at the top of each advancement roster. The points totals shown do not include merit points awarded on May 31, 1969.

The number in parenthesis indicates the number of men with the same number of points. Ratings lacking seniority, V.G. conduct or medically unfit, have been omitted.

CPO	PO	CH SMKR
1399	241	1106
CPO WTR	PO WTR	L WTR
1420	397	179(2)
CPO SA	PO SA	L SA
1734	536(2)	405
CPO CK (ex S)	PO CK (ex S)	L CK (ex S)
1738	1177	356
CPO CAT	CPO STD	PO STD
1622	2212	465
CPO CK (ex O)	PO CK (ex O)	L CK (ex O)
2194	836	288(2)
MAA	RPO	MAA (ex Cox)
1129	532	1375
CERA/CH	CH M (E)	CH CEL
MECH	2091	1652
338(2)/235	CH REL	CPO MA
CH OEL	1256	697
1642	L MA	CCY
PO MA	226	1359
577	L RO(T)	CRS
CY	380	1544
450	L RO(G)	CAF(AE)
RS	309(2)	2359
436	CAF(O)	PO AF(O)
PO AF(AE)	2294	492
165	CA(AH)	PO A(AH)
L AM(O)	2244	974
500	CA(SE)	PO A(SE)
LA (AH)	1221	347
285	CH(PHOT)	PO A(PHOT)
LA(SE)	1369	314
180	CA(MET)	PO A(MET)
LA(PHOT)	1714	Ni
467	CH EL(AIR)	PO EL(AIR)
LA(MET)	2114	176
87	CH R EL(AIR)	
2263		

The following rosters are "Intermediate," i.e. there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: LS, L Std, PO M(E), L M(E), PO O EL, Ch Med Tech, CRS(W), L AM(E), PO R EL(AIR).

The following rosters are

Won sword and prizes

Top candidate of the term at H.M.S. St. George, the Special Duties Officers' School at Eastney, Acting Sub-Lieut. Colin Fisher gained more awards than any other officer candidate in recent years.

Besides winning the sword, he took the prizes in navigation, seamanship and academics.

Acting Sub-Lieut. Fisher, who joined the Navy as a junior seaman ten years ago, is a radar plot specialist. He has served in the aircraft carrier Hermes and the frigates Scarborough and Minerva.

The sword was presented by Mr. Rodney Gieve, managing director of the outfitting company, who took the salute at the passing-out parade. He told the 18 successful candidates, "I regard this as a great honour and privilege."

Other prizes were won by Acting Sub-Lieut. L. F. Levene, a communicator, and Acting Sub-Lieut. P. Edwards, another RP.

'Oh why am I waiting'

Letters to
the Editor

Overheard one day, a British sailor complaining because he couldn't get a girl to stay interested in him. Well, if my fiancée is anything to go by — I'm not surprised.

I was transferred to a Paris office for six months, returning to England shortly. Plans were that we were to be married in September, but now I don't know.

In the five months I have been away I have received two telephone calls and one letter. My fiancée has been abroad, and his ship was included in the 'Tor-bay review' — but no letters.

If you sailors want us to keep an interest in you, how about showing a bit of interest in us mere girls? Girls like to be thought about occasionally, so once away from us, don't just leave us hanging till you get back home again. Even a post-card is better than nothing.

Try it on and see. Show some interest in your girl and her interest will be double.

Impatient

Paris, France.

Protector for Miles

Must rush to protect the fair name of cartoonist Miles. I think he is very kind to our sex — just take a look at the nationals and weep. Still, maybe it's because all his lassies are an improvement on this lassie.

At one time, before passing on my paper, I used to cut out the cartoons, but oh, the complaints!

Miles Fan.

Sale, Cheshire.

Should pensions be tax free?

The report on commutation of pensions (Navy News, June) must have caused many like myself to remark, "If only I had been born later," for the amounts quoted look very impressive for those desiring commutation.

It will also ease very considerably amounts paid in income tax. May I explain.

At 59, after 36 years on the lower deck, I was awarded 39s. per week pension. I got myself a well-paid job.

Pension increases followed from time to time, but to my chagrin the whole lot and more was collected by the income tax authority till it reached: pension, £3 15s.; income tax, £3 16s.

Naval pensions based on rate and length of service should be free of income tax, and if this is not done then I suggest that men completing nine years will take their guts and skill to the Com-

monwealth, where a lower rate of income tax will earn for them a greater return for their labours.

Edward Tarrant
(ex-CPO. Tel. P/J77642)
Rochester, Kent.

Picture from 30 years ago

My memory was stirred by a picture of King George V, published in a NATO fleet review programme.

It is nearly 30 years since I last saw it, when I gave it to the landlord of The Ship at Linslade, near Leighton Buzzard, and he gave me half-a-pint.

It was a Press picture given to me by the landlady of the digs where I stayed in Southsea,

years before the war, when I was on holiday there.

I was loaned to the Air Ministry as W/T op at the H.Q. Signals Station during the early part of the war, and at that time thought it would be a nice picture for his pub.

G. H. Tagg
(J31497)

Hanley,
Stoke-on-Trent.

Sirius thrill

May we thank the captain, officers, and men of H.M.S. Sirius for the happy Families Day we spent on board.

Going to sea in Sirius and meeting those grand lads who sail in her was a most thrilling experience.

Elsie Kingswood

Lincoln.

LONDON LIFE



The crowds were out when H.M.S. London visited Japan.

Wearing the flag of Vice-Admiral A. T. F. G. Griffin, she was on a goodwill visit to the ports of Yokohama and Hakodate. Eight thousand visitors toured the ship in each port, and the language barrier was broken by distributing leaflets about the ship, specially prepared in Japanese.

While the Japanese toured H.M.S. London, the ship's company were busy touring Japan. Many bus trips were organized to places of interest, while an expedition of would-be mountaineers set off to climb Mount Fujiyama. A total of nine reached the summit, more than any previous visiting ship.

The ships SRE and closed circuit television operators were invited to visit the Tokyo N.h.K. television studio, and were shown the very latest up-to-date equipment.

The young Japanese boy (pictured above) was being given a guided tour of the ship by Leading Seaman Ronald Evans, of Wrexham.

TRIO OF NAVY BROTHERS



Three sailor brothers meet (left) on board H.M.S. Dainty — the first time the trio had been together since the younger brother joined the Royal Navy.

ABs Keith and Malcolm Miles, 19-year-old twins, were on board the Dainty when she returned to Portsmouth at the end of July. There to meet the ship with his parents, was Junior Asst. Cook Ralph Miles, of H.M.S. Ganges.

The brothers come from Upton, Poole, Dorset.

Photo: PO Dave Morris.

Distress signals from a yacht in the Solent in August were answered by two Royal Navy frigates, H.M.S. Galatea and H.M.S. Leopard.

Navy to explode 70 war bombs in sea

The task of destroying about 70 German high-explosive bombs found outside St. Helier harbour, Jersey, is being carried out by a team of Navy frogmen from Plymouth.

The bombs had lain undetected for 26 years.

The naval team will be undertaking a hazardous task in removing the bombs singly, taking them out to sea and blowing them up.

The bombs were found by a local fisherman in an undersea gully not far from one of the main shipping lanes leading into the harbour. They were lying near the wreck of a German freighter sunk in 1943.

The bombs are fused and

primed and the chemical reaction of sea water on the primers is said to have made them highly dangerous.

The naval team, led by Lieut.-Cdr. John Wilson, collected stores and several tons of explosives to carry out the detonation operation.

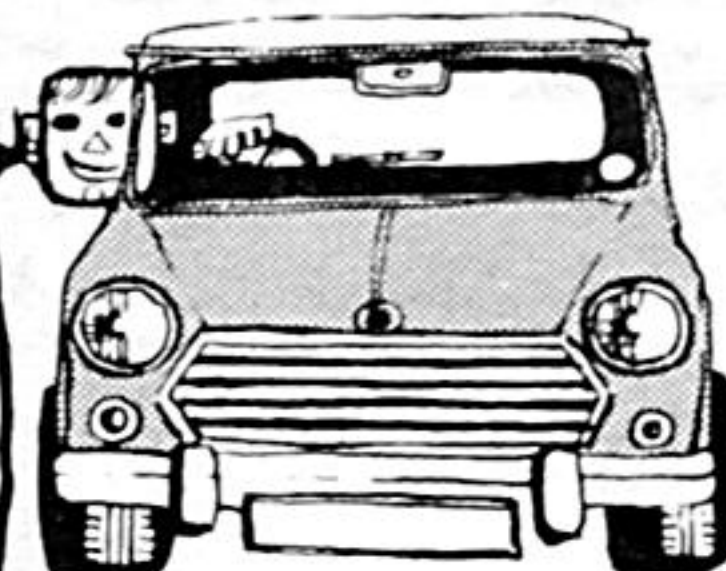
It was stressed that although the bombs were in a dangerous state there was virtually no chance of them all exploding together.

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Med. Tech. 1 (R) A. James

Everyone connected with the R.N.B.T. tries to be as helpful as possible. They are not always successful — but it is not for the want of trying.

This is the view of Med. Tech. 1 (R) A. James, chairman of the Chatham Local Committee.

While his R.N.B.T. interests are all-embracing, Med. Tech. James has a soft spot for the aged and, in particular, the residents of the Trust's home for the aged at Pembroke House. This is understandable because he is chairman of the home's management committee.

Their "haven"

Pembroke House is a "haven" for 38 naval men in the eventide of their lives.

Med. Tech. James, who joined the Navy in 1950 and is married, qualified as a member of the Society of Radiographers in 1956.

He became interested in the R.N.B.T. in 1967 while serving at the R.N. Hospital, Gibraltar. When the corresponding representative got a sudden "draft chit" Med. Tech. James was invited to take his place.

Although he had little case-work to do, his interest grew and on being drafted to H.M.S. Pembroke he volunteered and became a member of Chatham Local Committee in March, 1968. He was elected chairman the following December.

Three men of responsibility

During the year ended June 30, 1969, Local Committees of the Royal Naval Benevolent Trust gave 5,652 grants, totalling £105,158, to serving and ex-serving men, their wives and dependants.

In addition, they were responsible for administration of 809 annuities to the sick and aged, who are receiving quarterly payments equivalent to up to 15s. a week.

The disabled are not forgotten, because during the year allowances ranging from 20s. to 50s. a week were paid to 201 invalided or disabled men while on Government courses.

Permanent accommodation was provided for 38 elderly ex-naval men in Pembroke House, Gillingham, and 205 men were taught to drive at the Trust's Naval School of Motoring at Portsmouth.

All this and much other work is delegated to the Local Committees of the R.N.B.T. which, in accordance with the terms of its Royal Charter, must present at an annual meeting a report of the work done in the preceding year.

These meetings are usually held in September and October and the presentation of the report is a task which falls heavily on the shoulders of the honorary officials and, in particular, the chairmen of the Local Committees, because it is they who are responsible for

ensuring that the general policy of the Trust and the terms of the Royal Charter are adhered to strictly.

On this page we report on the men of responsibility who are at present occupying the Local Committee chairs.

'Helping people is well worth while'

Helping people with their problems is something well worth while — that is the philosophy of CERA A. Calder, chairman of the Portsmouth Local Committee.

From the start of his association with the R.N.B.T., his feeling has been that it has enabled him to do something for his own kind — and he is not concerned whether the person concerned is serving or ex-serving. He

regards it as important that anyone with similar interests and connections should continue their work for the sake of the community.

CERA Calder joined the Navy in 1952 as a direct entry ERA and, by reason of his qualifications, was made a petty officer.

Recalling those days, he says that talks about the R.N.B.T. were included in the training syllabus but, as a young single man without family responsibilities, they went "over his head."

It was not until he went to

EXAMPLE OF THE GOOD SAMARITAN

Like his father and stepfather, LEM(A) Harry Heath, who is at the helm of the Devonport Local Committee, is a great believer in helping one another and in trying to follow the example of the Good Samaritan.

"This is the main reason I joined the service of the R.N.B.T.," he says. "I once required help, and assistance was given at a time when I was

LEM(A) Harry Heath entertains children at a party in Israel while serving in H.M.S. Galatea — and in the days when he sported a beard.



Pictured on duty in H.M.S. Hermes — CERA A. Calder.
Photo: NA Forrester

H.M.S. Ausonia at Malta in 1961 that he had any thoughts about the R.N.B.T. and he became the ship's corresponding representative and a member of the Malta Committee.

Subsequently, he became hon. treasurer which, he says, was rather different from being hon. treasurer of a committee at home because it was not a case of just signing cheques but using one's own transport and disbursing direct grants to residents.

CERA Calder went on to serve in H.M.S. Wakeful and H.M.S. Sultan and from the lat-

ter was nominated in 1964 to become a member of Portsmouth Local Committee. He continued until November 1965, when he was drafted to H.M.S. Sirius.

Returning to Portsmouth, he rejoined the Local Committee in December 1967 and draftings to H.M.S. Mercury and H.M.S. Hermes have allowed him to continue his membership.

CERA Calder, who is married with two young children, is supported in his R.N.B.T. activities by his wife, whose father also had naval associations.

His next draft was to R.N. air station Culdrose, which was the beginning of a long association with that station and, joining H.M.S. Galatea in November, 1963, he became first corresponding representative of that ship.

He has served as an ordinary member of Devonport Local Committee and as deputy chairman and, for the past 10 months has "held the reins" as chairman. He has also been elected to the recently-formed Policy Committee of the Trust.

Another great interest is soccer refereeing — he is well known in Fleet Air Arm and naval soccer circles — and for the last 14 years he has been a first-class referee.



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CHATHAM: Town Hall, October 1 at 14.30

DEVONPORT: Cinema, H.M.S. Drake, October 9 at 15.00

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LAST 'WINGS' PRESENTATION AT No. 1 F.T.S.

Caspar John hits out

The Admiral of the Fleet inspecting the last course of fixed wing Royal Navy pilots at R.A.F. Linton-on-Ouse.

Speaking at R.A.F. Linton-on-Ouse on July 31, Admiral of the Fleet Sir Caspar John declared that he "fervently hoped it was only a temporary piece of mental aberration in Whitehall" that the Royal Navy should no longer be equipped with fixed-wing aircraft following the decision to run down the Fleet Air Arm.

Admiral John was speaking after a "wings" ceremony for the last seven Fleet Air Arm fixed-wing pilots to qualify at No. 1 Flying Training School.

The seven, graduating as No. 142 course, were awarded their "wings" by Admiral John, a former First Sea Lord and himself an early graduate of No. 1 F.T.S.

Admiral John said he found the decision to end the 45 years of association between No. 1 F.T.S. and the Royal Navy "difficult to comprehend."

The R.A.F., he said, was

FIXED-WING 'ABERRATION' IN WHITEHALL

about to be charged with a maritime responsibility far exceeding that of Coastal Command.

"In my opinion the Navy has everything to gain by going flat out to help the R.A.F., and I think the Board of Admiralty consists of broad-minded men who will do just that."

There would be practical problems which in time would, he thought, be greatly reduced by use of fixed wing vertical take-off or short take-off aircraft operating from ships at sea.

"I hope this may restore in some degree a Navy role in fixed wing aviation."

PRESENTATIONS

A distinguished gathering had assembled at Linton-on-Ouse to

witness the "wings" presentation, marking the end of the long association between the Navy and No. 1 Flying Training School.

The officer commanding No. 1 F.T.S., Group Captain J. H. Lewis, presented a silver flying fish to the Flag Officer Naval Air Command, Vice-Admiral Sir Richard Janvrin.

In return he received a silver rose bowl.

As a finale, the crowd watched a flying display which included individual events by past and present Royal Naval aircraft, a 36-aircraft flypast of Gannets, Buccaneers, Sea Vixens and Phantoms and a display by the R.A.F. aerobatic team, the Red Arrows.

The R.A.F. will continue to



provide basic flying training for Royal Navy helicopter specialist pilots, but the task will be moved to R.A.F. Church Fenton in September.

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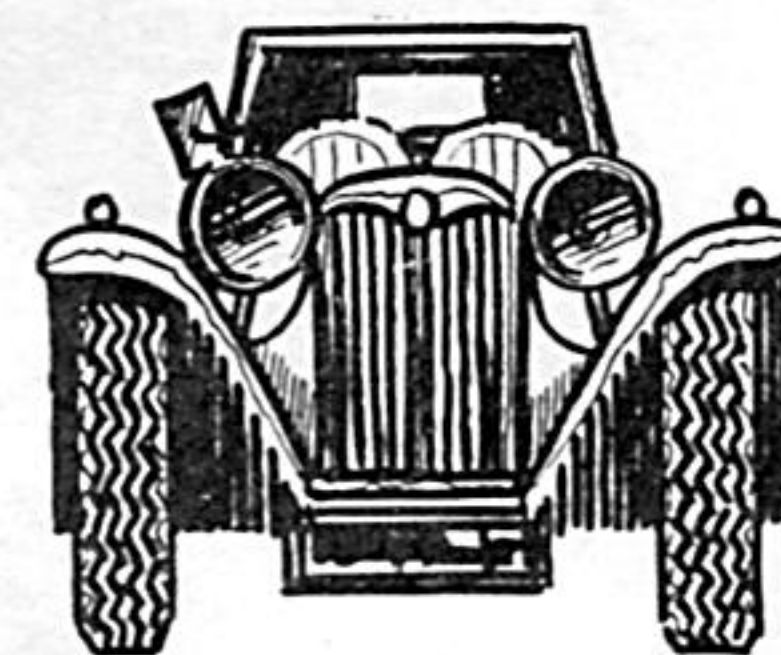
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H.M.S. London entering Singapore with other units of the Far East Fleet after 'Julex 69.'

New weapons investigated

Led by three Royal Malaysian Navy patrol boats, the Far East Fleet made an impressive entry into Singapore naval base on July 24 at the end of the large-scale maritime / air exercise "JULEX 69."

On arrival the Exercise Director, Vice-Admiral A. T. F. G. Griffin, said, "The exercise has been a tremendous success for international and inter-Service co-operation."

Admiral Griffin, the Flag Officer, Second-in-Command, Far East Fleet, said 31 ships of the Royal Navy, Royal Australian Navy, Royal New Zealand Navy and Royal Malaysian Navy had been involved in the intensive 18-day exercise.

Aircraft of the Royal Air Force, Royal Australian Air Force, Royal New Zealand Air Force and United States Navy took part, and altogether some 5,500 men were involved.

During the exercise the Fleet was subject to air, submarine and fast patrol boat attack.

"We have not only been able

to achieve a lot of training in co-operation, but we have also been able to investigate the use of a number of new and advanced weapons. We have achieved considerable progress in the study of these weapons and tactics," said Vice-Admiral Griffin.

He paid a special tribute to the part played by the Royal Malaysian Navy - "Their fast patrol boats and patrol craft were very impressive."

British ships taking part were H.M. Ships London, Fearless, Forth, Berry Head, Danae, Cleopatra, Ajax, Juno, Argonaut, Naiad, Lincoln, Cachalot, Rorqual, and Onslaught, the R.F.A.'s Resurgent, Tidereach, Tidesurge, Tidepool, and Gold Ranger, and the ocean tug Typhoon.

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WHEN THE COMMANDOS WENT IN

'Gib.' held firm as a rock

As part of their normal training, Royal Marines of 41 Commando and the affiliated Commando Light Battery, Royal Artillery, embarked in the commando ship H.M.S. Bulwark, carried out an assault on Gibraltar in August.

The frigate H.M.S. Eskimo, together with armed landing parties of naval officers and ratings from the Bulwark, and R.A.F. Hunter aircraft, also took part in the exercise.

More than 750 men were involved in the assault, which started in the late evening with the landing of "saboteurs."

The mock attack, Exercise Rock Climb was, however, unsuccessful, and the Rock remained impregnable.

The defenders, men of the 2nd Battalions of the Royal Irish Rangers and the Royal Anglian Regiment, the 1st Frotress Squadron and 60 Field Squadron of the Royal Engineers, captured the "saboteurs" and put them under guard.

First helicopters carrying the Royal Marines put the first men ashore in the early morning light on the playing fields of Europa plain.

Abseiling from other "choppers" on to the rough, wind-swept plateau of Windmill Hill, the attackers were met by the



In the dramatic shot above, Wessex helicopters of 845 Squadron fly past H.M.S. Bulwark after landing 41 Commando on Gibraltar during Exercise Rock Climb in August.

Left, two Royal Marine Commandos "in conference" after landing on "Gib." from the Wessex helicopters of the Bulwark.



Bulwark is big 'draw'

When the commando ship H.M.S. Bulwark arrived back in Portsmouth on August 15 from a four-and-a-half months deployment in the Mediterranean, over 1,000 relatives and friends joined the ship at Spithead for the journey to Portsmouth dockyard.

During her time in the Mediterranean, the ship com-

manded by TV "star" Capt. J. A. Templeton-Cotill, has, in addition to a series of extensive assault operations and exercises, visited: Cyprus, Malta, Toulon, Salonika, Venice, Villefranche and Gibraltar. (While the Bulwark has been in the Med. the captain featured in a television documentary programme "Captain, R.N.")

The visit to Toulon was unusual as it was the first time for many years that a ship of the Bulwark's size had undertaken a self-maintenance period in a foreign port.

On behalf of the city of Portsmouth, the ship presented the Portsmouth Guildhall flag and volumes of the Portsmouth official records dating back to 1835 to the Maire of Toulon.

OPEN DAYS

Many receptions, children's parties and ship "open to visitors" were held in the ports visited.

The Bulwark is the largest warship ever to anchor opposite the famous St Mark's Square in Venice.

The ship, which will be open to visitors during the Portsmouth Navy Days (August 30 and 31 and September 1), will be in Portsmouth until September 15, when she sails for a further period in the Mediterranean.



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men of the Royal Irish Rangers. The attackers were met by continuous "fire" and then the defenders put in a counter-attack, led by a piper.

There were thunder flashes, coloured smoke and the crackle of small arms, but it was soon apparent that, as a military operation to take the Rock, the assault had failed.

The officer directing the landing said afterwards that every helicopter would have been shot out of the sky, and the men making the assault by gemini inflatable boats would never have taken the dockyard.

The Royal Marines were repeating an assault made by their predecessors in 1704 when, under Admiral Sir George Rooke, they captured Gibraltar and held it under siege for eight months. It has been in British hands ever since.

That operation is regarded as

the highlight of the Royal Marines history, and "Gibraltar" is the only battle honour worn on the Corps Colours and appointments.

During nearly five months in the Mediterranean, H.M.S. Bulwark took part in the NATO exercise Olympic Express, greatly impressing other NATO navies with the ship's ability to maintain 1,000 Royal Marines ready for immediate action, and to land them, unseen by the enemy, up to 120 miles off shore.

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Far East trips

With the fading of opportunities for a "married accompanied" spell in the Far East, more and more naval wives are likely to be interested in a short trip to Singapore while their husbands' ships are having refits.

Not only is this the means of a break in a long period of separation but also the chance of an unusual and exciting holiday which might never otherwise come their way.

But there are snags and disappointments, as readers will recall from recent issues of Navy News.

A civil flight to Singapore will cost more than £400 return, but through Service arrangements the ticket will be about £120 — or possibly only a few shillings.

The choice

If a naval wife pays the £120 to be sure of the trip, she may well find that the girl in the next seat, with much less urgent reason for the journey, is travelling for nothing on "indulgence."

This would be very irritating, but wives (and husbands) have to make up their minds whether to have a gamble on something for nothing (and possibly lose), or stump up the money and try not to mind if somebody else's luck makes them feel that they weren't very smart about it.

Most people will naturally want to have a try at "backing

Pay — or free flight gamble?

both horses," and this is how to go about it.

Anyone eligible for a prepayment flight can make arrangements with a fair degree of confidence, since it is not often that a prepayment request cannot be met. If the request cannot be met (e.g., no flight on the day named) an applicant can expect to be told well in advance what is being arranged.

Dates advice

There is no objection to requests being lodged through commanding officers for both prepayment and indulgence types of passage.

The indulgence application should be dated so that it expires before the prepayment flight is due. If the Movements people know a week beforehand that a prepayment request is being withdrawn, there is time to call somebody else forward.

To give less than four days' notice is to run a very real risk of losing the money which has been deposited.

Indulgence chances are improved if the following advice is followed:

- (i) Get applications in as far in advance as possible. Mostly they are dealt with in order of receipt.

- (ii) Give as wide a date band as possible for the flight.

- (iii) Give any grounds for special consideration, such as "To join husband during ship's refit commencing and ending Priority can be given over applicants who are not tied to dates."

- (iv) Indulgence opportunities often arise at short notice. If you can be contacted by phone (even if not in your own house) can make all the difference.

It has to be remembered that indulgence passengers should have the means of paying their own way home if they are off-loaded for an official passenger, or fail to get a return flight.

This does not happen often.

NEW BOOKING CENTRE

An interesting development concerning indulgence flights is that the Royal Air Force are to cease handling these on their own.

By early in 1970 a Services Booking Centre will be formed, staffed by the present members of the Director General Supplies and Transport (Naval) 72, Movements of R.A.F., and the booking staff of the Joint Services Continental Booking Centre.

The Services Booking Centre, which will be accommodated in Kings Buildings, Dean Stanley Street, Millbank, London, will be the booking agency for all passengers at present handled by the three Service departments,

including indulgence passengers.

Thus all three Services will be "at the table," an arrangement which will be a reassurance to any who may have harboured doubts about the wisdom of single-Service control.

The Navy's movements have been completely civilianized, so that the senior naval representative at the Booking Centre will be a civil servant of Higher Executive Officer grade.

The Army and the R.A.F. will have serving personnel.

It may well be that the Navy would be happier to have their

representation more immediately connected with the domestic problems of Service life, but apart from this possible criticism, the Booking Centre plan is one which will be welcomed.

The commanding officer-designate is Wing Cdr. V. J. Corser, R.A.F., who is also chairman of the working party which is making arrangements for the formation of the centre.

He is no newcomer to the duties, being the present head of Movement (2) R.A.F. dealing with R.A.F. bookings and all indulgence applications.

Trident Busman's holiday on Lomond

The Trident Club, the junior ratings' club in H.M.S. Neptune, branched out from their normal run of social evenings, dances, and cabaret shows to organize a cruise with a difference.

The whole event was planned, organized and run by the junior ratings on the club committee under the overall direction of the chairman, C.C.E.L. Walters.

This was not a simple matter as it involved all the normal organizational details such as chartering the ship, selling tickets, etc., but also included the problems of transporting the 500-odd participants, ratings, Wrens, wives, girl-friends and children the 15 miles to and from Balloch on Loch Lomond.

WITHOUT A HITCH

Fleets of coaches were hired to collect from H.M.S. Neptune, from the married quarters estates, and from points en route and the return trips afterwards.

It was greatly to the credit of the committee that the whole complex operation went without a hitch.

Two bands were hired to afford entertainment during the trip, the Dumbarton Pipe Band, which came third in the recent world championships, and the Emperors Show Band.

PIED PIPER ACT

The pipe band did a Pied Piper act before the cruise in leading all the children (and many of the adults) from the coaches to the steamer, a sight which led many of the tourists in the area to set their cameras clicking furiously.



"Glad to see dad again" was Stephen, son of LREM Peter Mills, when H.M.S. Minerva returned after four months in the West Indies.

Messages for Jaguar

Mrs. M. Rayner and her family gathered to record a message for dad in H.M.S. Jaguar serving in the Far East. Miss Hubble is the interviewer for the British Forces Broadcasting Service, the arrangements for wives attending being made by Miss Sybil Savage of the Directorate of Naval Service conditions, Admiralty.



Chatham community centre opened

Four hundred families living at the Dargets Wood married quarters estate, Chatham, now have an improved community centre, which was opened on August 13 by

Lady Parker, wife of the Flag Officer Medway.

The estate, completed in 1956, was opened by the then Duchess of Kent, Princess Marina, the initial occupants being partly

naval and partly army families.

During this time the United Services Club was opened as a self-help contribution to the social amenities of the estate. Soldiers and sailors devoted spare time to its welfare and upkeep, but, being a private venture, improvements to accommodation were restricted.

Recently the Ministry of Defence accepted the club as an official community centre. Public funds were made available for improvement, extension, and maintenance of the premises. It will now be known as the Dargets Wood Estate community centre.

Community activities include R.N. Wives' Association meetings, creches, and a swap shop which the Medway Naval Families Mutual Aid Association secretary helps to run once a month.

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FLY NAVY

"And I dare you to extend your neck and print it," said the voice on the telephone.

He was telling Navy News about the picture he was going to send, as the Royal Air Force reply to the Fleet Air Arm's "Fly Navy" stickers, which have been one of the most popular gimmicks since somebody got a tiger in his tank.

Seeing the picture, readers may imagine that the Light Blues were trying to break their necks, but it is "all in the day's work" to these fellows — members of the daring parachute display team, The Falcons. Even the Navy paper has to admit that the picture is highly dramatic.

The "Fly Navy" sticker was first seen as long ago as summer 1966, when it appeared in colour on the photography pack of a Buccaneer aircraft of 736 Squadron based at R.N. air station Lossiemouth.

Derivations have included "Sail Navy," "Dive Navy" and "Go places with the Navy."

Then the R.A.F. got in on the act



HARRIER 'JUMP JET' LANDS ON BLAKE

A Hawker Siddeley Harrier close support jet fighter landed on the flight deck of the command helicopter cruiser H.M.S. Blake during trials in August.

The trials were the result of a directive by the Ministry of Defence to study the application

of the Harrier — the "jump jet" vertical take-off plane — for operations from ships in the mid-1970s.

The aircraft was flown from Dunsfold airfield in Surrey by

the chief test pilot of Hawker Siddeley Aviation Ltd. (Dunsford), Mr. Hugh Merewether, to the Blake, which was operating just south east of the Isle of Wight.

The Blake has a flight deck 117 feet long by 56 feet at the widest point and normally carries a squadron of four Wessex Mk. 3 helicopters. The ship will carry four Sea King helicopters when these aircraft come into front-line service.

Flat-top cruiser for Harriers?

Naval trials with the improved Harrier jump-jet aircraft have focused renewed attention on the policy already laid down in White Papers that the future Fleet should include cruiser provision.

The warship in mind, "big brother" of the Leander frigates and guided-missile destroyers, could well be of about 10,000 tons.

Successful trials with gas turbines in H.M.S. Exmouth suggest that this form of propulsion would be used in the new cruiser, but it is the Harrier trials which could have a strong influence on its design.

The Harrier, although capable of vertical take-off, is an enormously superior weapon with a short runway, and a flat-top cruiser could bring to the fleet that fixed-wing support which is so desirable.

Harriers in any future "cruiser-carrier" would be operated by the Royal Air Force, and the Light Blues are understood to support the latest trend of naval opinion.

The ability to operate with the Fleet would greatly ease the R.A.F.'s protective role when the Navy's existing carriers are phased out.



PACIFIC ISLAND MERCY CALL

The coastal minesweepers H.M.S. Wilkieston and H.M.S. Houghton, now on their way home from Singapore via the Pacific, have performed their first mercy mission of the five-month voyage.

During a call at Shortland in the British Solomon Islands on July 21, Lieut.-Cdr. Douglas Lothian, commanding officer of the Wilkieston, was told by a local missionary, Father Cyril O'Grady, of an injured girl on nearby Treasury Island.

The child, nine-year-old Audrey Luti, had fallen from a tree six days earlier and had suspected broken ribs.

The ship made the three-hour trip to the island, and Wardmaster Lieut. S. F. (Harry) Favell landed by outrigger canoe. He was met on the beach by the entire population of 300.

His diagnosis was that the girl had no broken bones but that there were possible internal injuries. She was taken on board the Wilkieston on a stretcher, accompanied by her father.

Next day she was landed at Gizo, another island in the British Solomons Group, and taken to hospital there, happily clutching a Wilkieston pennant presented to her by the ship.

Navy ahead

If entries in the round Britain powerboat race had included the coastal patrol craft Brave Borderer and Brave Swordsman, which escorted competitors for safety and communications, they would have been winners.

H.M.S. Renown successfully fired its second Polaris missile while submerged on August 11 about 30 miles off Cape Kennedy, Florida.

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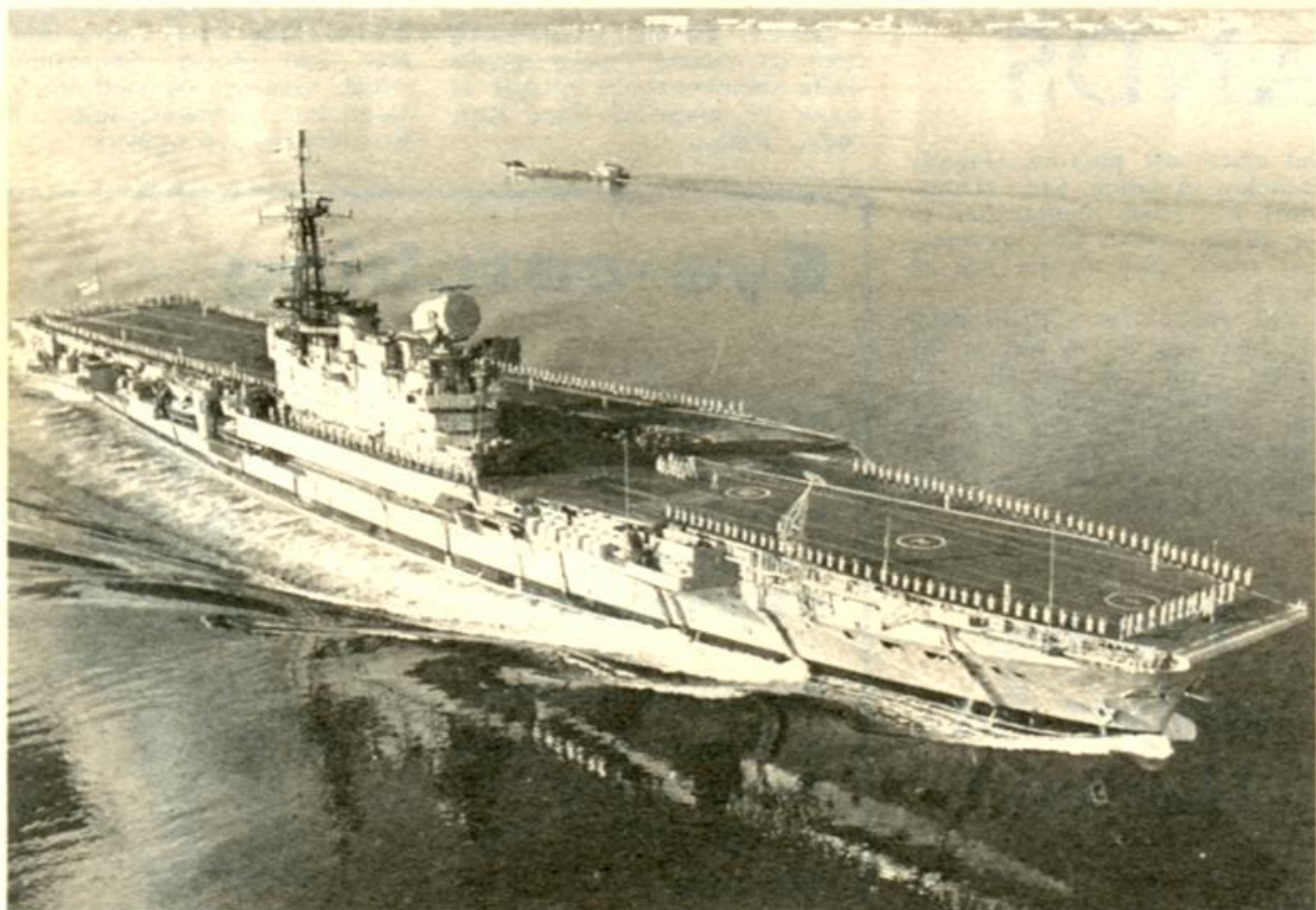
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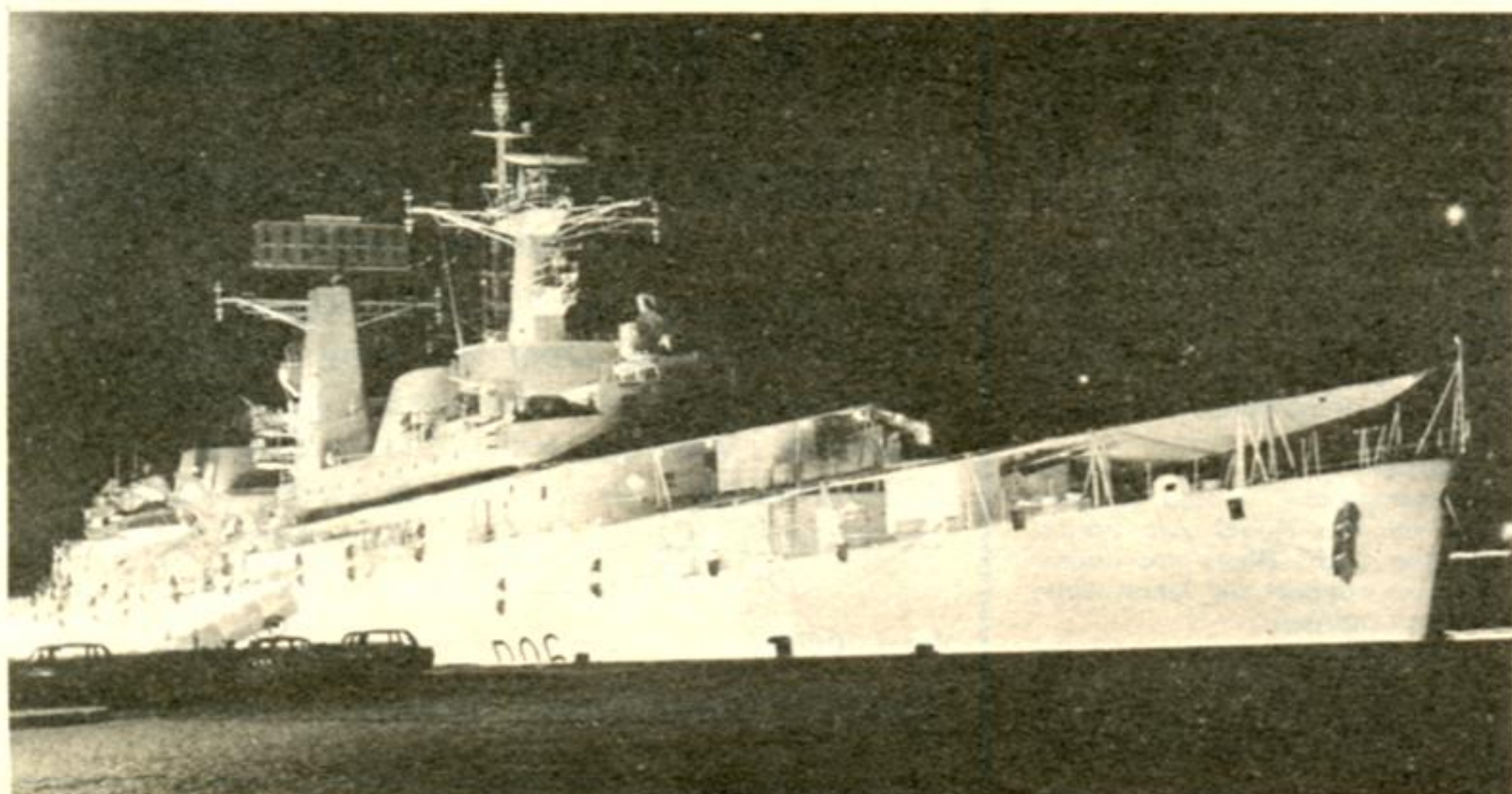
The Daring-class destroyer H.M.S. Diamond, seen here at speed, will be one of the attractions for Chatham visitors.

The 23,000-ton aircraft carrier H.M.S. Hermes will be a big "draw" for the public at Portsmouth. This picture was taken when she was approaching Singapore.



Hampshire all lit up

Floodlit while visiting Buenos Aires earlier this year — the guided missile destroyer H.M.S. Hampshire, which will be open to the public at Portsmouth.

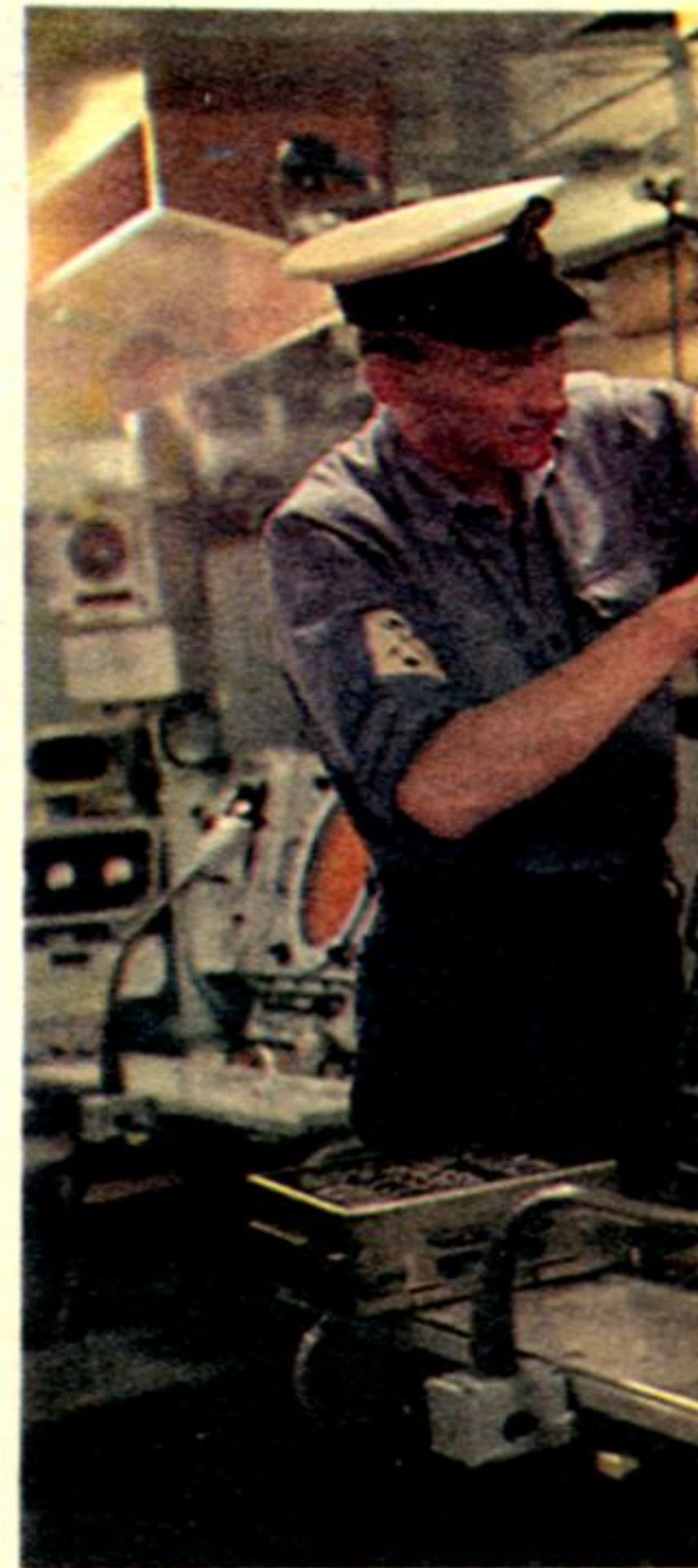


Many of the Royal Navy's space-age ships will be on view to the public at Chatham, Devonport and Portsmouth over the summer Bank Holiday week-end.

And although there will be many displays and side-attractions, the ships themselves will, no doubt, be the main focus of attention.

The latest vessels will be swarming with families keen to see all they can of the ships of the Fleet and the men who serve in them.

One of the main aims is that the public should be able to see how the Service is coping with the changes and requirements of its present-day role.



MEET THE NAVY

The Navy always put on a good show for the public during Navy Days with the objects of presenting the Service to the people and raising money for Service charities.

This year the Navy "goes to town" by opening 32 ships to visitors — a cross-section of the service and its afloat support. On view will be carriers, destroyers, frigates, submarines and fleet replenishment oilers.

At each port — Chatham, Devonport and Portsmouth

— visitors will be able to go aboard a guided missile destroyer. They will also be able to see those "maids of all work" the Leander-class frigates. In addition, Devonport and Portsmouth will each have a carrier.

The commando ship Bulwark and the command helicopter cruiser Blake will also be open to Portsmouth visitors, while at both Chatham and Devonport white-hulled survey ships will have the "open to visitors" flag flying.

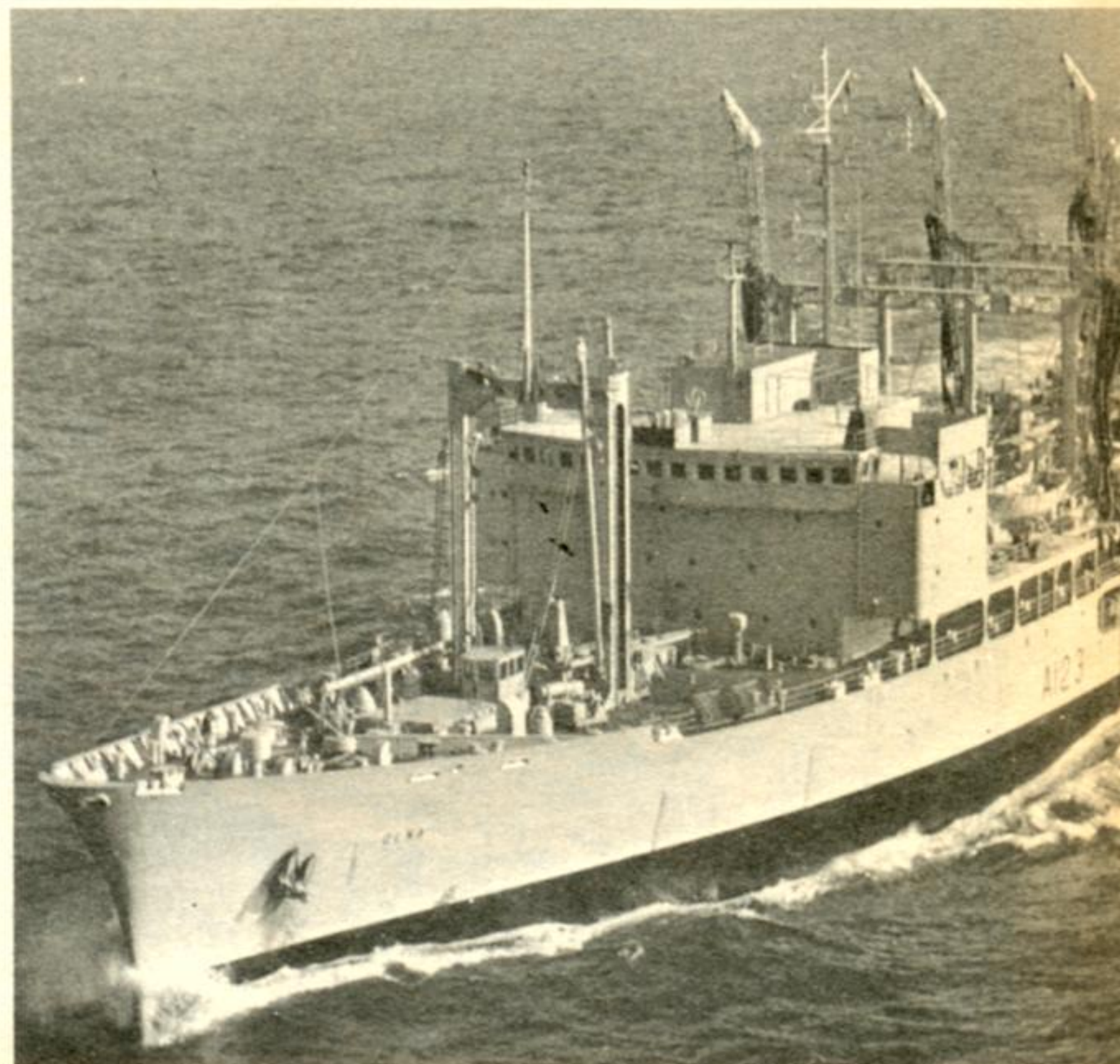
Each port will have sub-

marines as well as one of the fleet replenishment oilers.

The many comprehensive displays and demonstrations will show how the Navy lives, works and plays.

Visitors will have opportunities to test their skills in guiding a Seacat missile, navigating a ship into port, sending a telegram to a relative away at sea, or otherwise taking an active part in displays.

For a small charge visitors will be able to take



The ships you can visit

Here are the names of ships which will be open to visitors, and details of displays:

CHATHAM

Guided missile destroyer — Fife
Daring class destroyer — Diamond.
Leander class frigates — Aurora and Phoebe.
Anti-submarine frigates — Dundas and Hardy.
Fast anti-submarine frigate — Undaunted.
Survey vessel — Hydra.

Submarines — Otter and Otus.
R.F.A. — Tidespring.

Displays — Parachute jumps. Field gun competition. Hovercraft. Helicopter sonar and diving. Helicopter rescue, Helicopter flypast. Gemini race and gemini dinghies. Supply and Transport Service. Dockyard apprentices. Film shows.

DEVONPORT

Aircraft carrier — Eagle.
Guided missile destroyer — Glamorgan.
Daring class destroyer — Diana.
Leander class frigate — Euryalus.
Anti-submarine frigate — Scarborough and Eastbourne.
Survey ship — Hecla.

Submarines — Acheron and Astute.
R.F.A. — Olina.

Displays — Mini field gun. Trampoline. Box horse. Unarmed combat. Army patrol skirmish. Cinema shows. Naval diving. Naval communications.

PORTSMOUTH

Aircraft carrier — Hermes.
Commando ship — Bulwark.
Command helicopter cruiser — Blake.
Guided missile destroyer — Hampshire.
Leander class frigates — Charybdis and Hermione.
Anti-aircraft frigate — Leopard.

Submarines — Narwhal and Alcide.
R.F.A. — Olmeda.

Displays — Navigation. Aircraft direction and seamanship. Gunnery. Marine engineering. Weapons and electrical. Under-sea warfare. Scientific. Medical. Dental. Submarine. Royal Marines. Supply and Transport. Naval helicopters in anti-submarine and rescue roles. Diving. Landing craft.

Dates, times, charges

The dockyards will be open as follows:

Chatham — August 31 and September 1 — 11.30 to 17.00.

Devonport — August 30 and 31 and September 1 — 11.30 to 18.00.

Portsmouth — August 30 and 31 and September 1 — 10.30 to 18.00.

Admission charges: Chatham, entry free. Devonport, 2s. 6d. adults, 1s. children. Portsmouth, 3s. adults, 1s. 6d. children.

Parking: There is plenty of parking space at all three ports. (There is no parking in the Royal Naval Barracks, Portsmouth).

Bea: Retreat, with ceremonial Sunset, by Royal Marine Bands will take place each evening at each port.

There will be a church service in H.M.S. Victory (ship) at Portsmouth on Sunday, August 31 (11.00), conducted by the Rev.

James Walters, rector of Ruspur, Horsham, who was chaplain of the dockyard from 1948 to 1953.

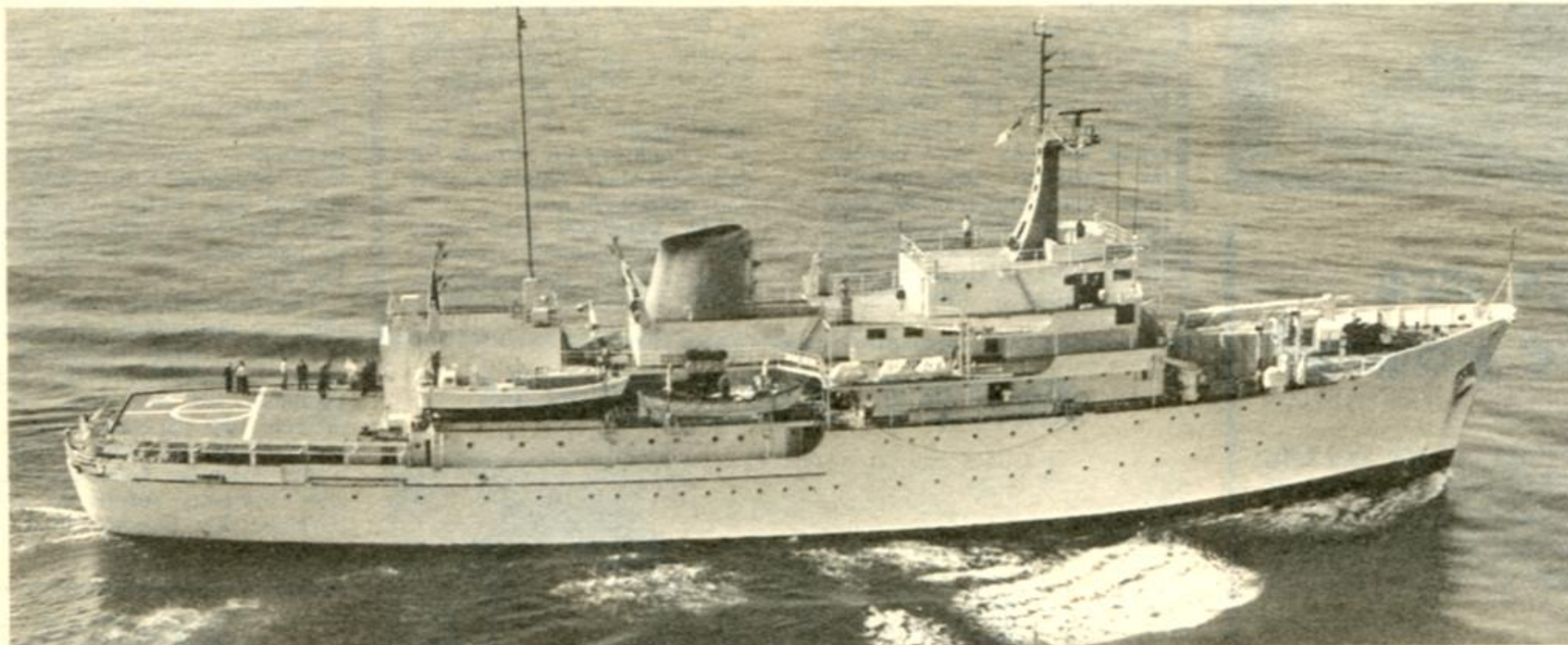
Souvenir programmes, price 2s. 6d., will be available. All profits are devoted to Naval charities.

In today's Navy, officers and ratings work side by side on vital tasks in the "Ops. rooms" of modern ships. Holiday visitors to ships will be able to see how the Navy lives, and understand something of the advances into the computerized space age.

£33,300 FOR CHARITIES

The sum of £33,300 was raised for naval charities by Navy and open days in 1968 through the considerable efforts of ships' companies and naval and civil staffs in shore establishments and dockyards.

The principal distributions were: £9,233 to the funds of Home Commands; £8,267 to King George's Fund for Sailors; £6,200 to the Royal Naval Benevolent Trust; £5,000 to the Fleet Amenities Fund; and £2,000 to the R.N. and R.M. Dependents' Fund.



One of the interesting ships open to visitors at Devonport will be the ocean-going survey vessel H.M.S. Hecla (above). At Chatham, H.M.S. Phoebe (right) will be one of two Leander class frigates open for viewing.

THRILLS AT AIR DISPLAY

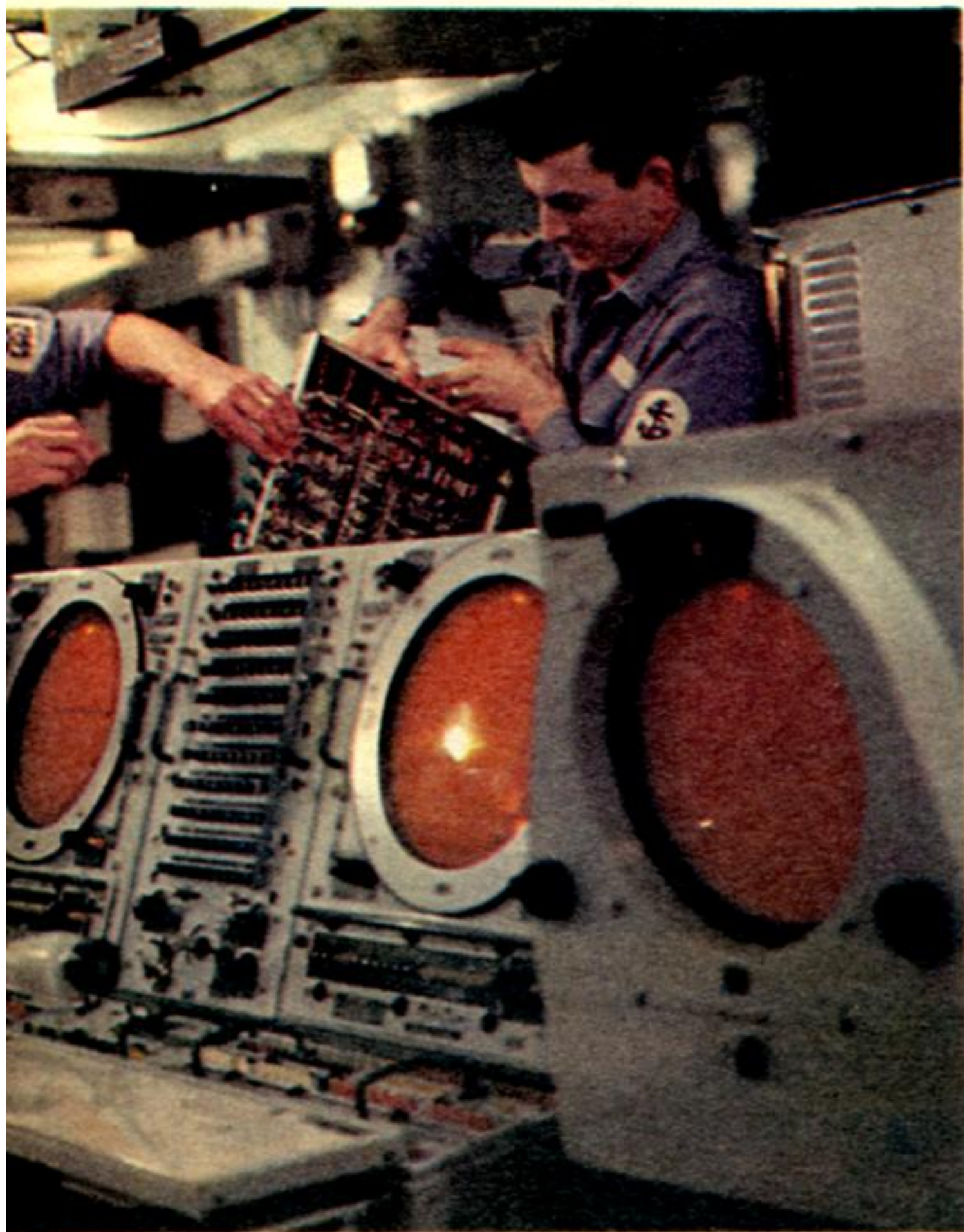
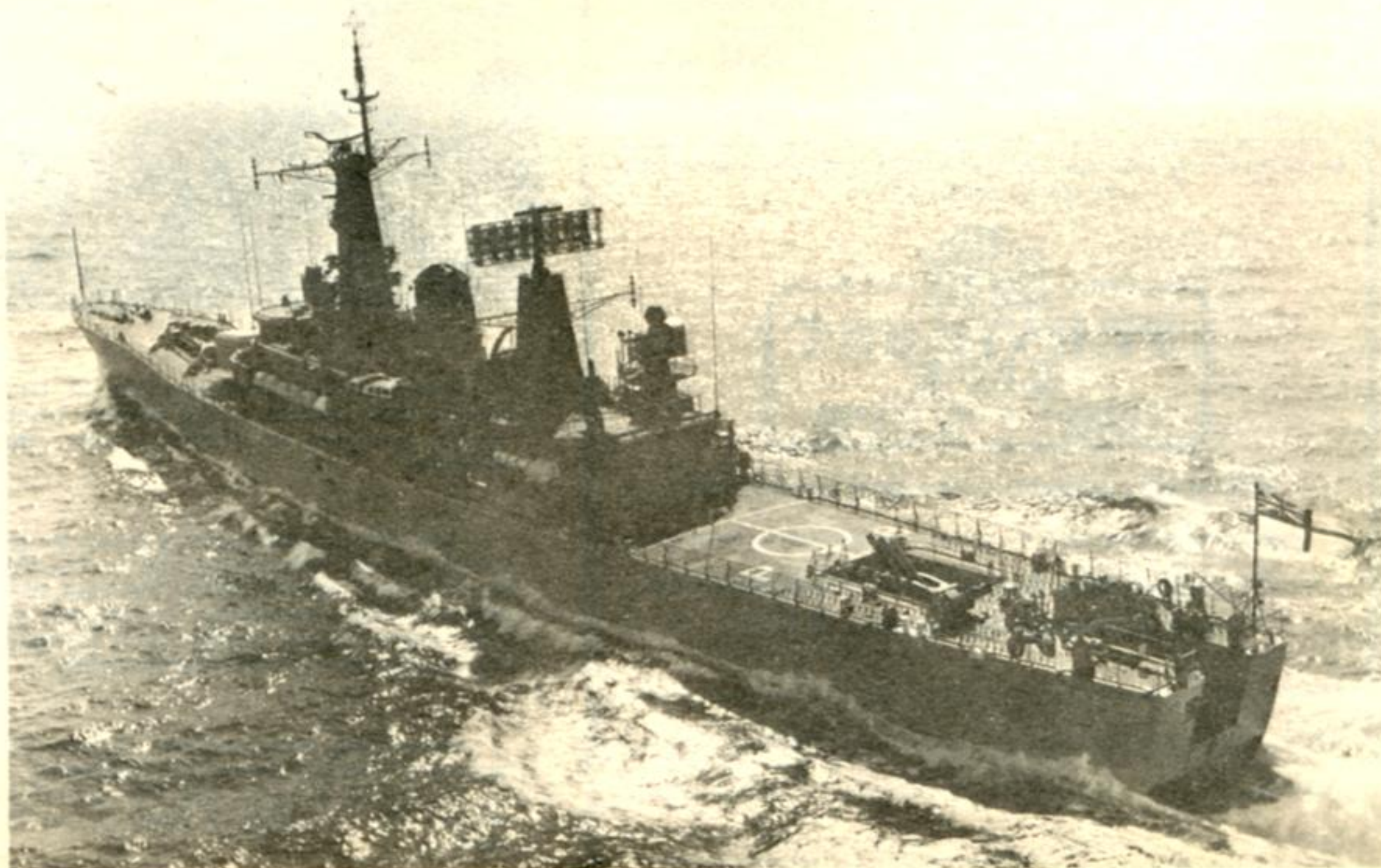
The Fleet Air Arm aim to put on a spectacular display on Air Day at the R.N. air station Yeovilton on September 6.

All types of naval aircraft will be taking part, as well as two R.A.F. aerobatic display teams — the Red Arrows and the Macaws.

A feature will be the re-enactment of the Phantoms' air race feat, and during the display a Phantom hopes to show how the race time could have been improved upon.

Flying will start at 2.30 p.m. and end soon after 5 p.m. with a "sweet drop" for children — more than 700 bags of sweets attached to mini-parachutes will be dropped by helicopter.

The 18,600-ton fleet replenishment oiler R.F.A. Olina — open to holiday visitors at Devonport.



Y

ips in minesweepers or other craft such as gemi-

In the ships themselves visitors will, in most cases, be able to see the sailor's home — the mess deck — the galleys, with examples of prepared food, engine room and weapon display.

Sailors are proverbially friendly — recognised as good ambassadors throughout the world — and those on board ships and at the displays will be pleased to help.



Royal Navy's aircraft



The Douglas Skyraider — it had a crew of three and carried nearly a ton of radar equipment.

PHOTO POSTCARDS

Photo postcards of the aircraft above and others of this series are obtainable from "Navy News," Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (including postage), stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s.

Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, and Firebrand.

No. 20

Technical data

Description: Three-seat carrier-borne radar picket.
Manufacturers: Douglas Aircraft Co.
Power plant: One 2,700 Wright Cyclone.
Dimensions: Span, 50ft. 1 1/4in.; length, 39ft. 3 3/4in.; height, 15ft. 8in.
Weights: Empty, 10,550lb.; loaded, 25,000.
Performance: Cruising speed, 250 m.p.h.; maximum range, 3,000 miles.
Armament: None carried.

Filled a unique position

The Douglas Skyraider, known as the AD-4W in the American Navy, was supplied to the Fleet Air Arm under the Mutual Defence programme and first arrived in Britain in November, 1951.

With a crew of pilot and two radar operators — and nearly a ton of radar equipment — it operated as an early warning airborne radar picket. No British aircraft was available at that time to perform this task and so the Skyraider occupied a unique position.

The technique of using early warning radar aircraft was pioneered by the U.S. Navy with the Grumman Avenger. It extends the range of radar well beyond the carriers' own installations; can protect a fleet from low flying attacks; provide direction for air-strikes; and aid the anti-submarine force.

Conceived in July 1944 as

a replacement for the Dauntless dive-bomber, the single-seat version of the Skyraider first flew in July 1944.

In the Fleet Air Arm Skyraiders were subjected to intensive trials by 778 Squadron based at R.N. air station Culdrose.

Following successful trials in H.M.S. Eagle, No. 849 Squadron was formed in 1953 with its headquarters flight at Culdrose and four operational flights — A, B, C and D — each of four aircraft for detachment as separate units with carriers at sea.

The Skyraider gave many years of valuable service, being finally superseded by the Fairey Gannet A.E.W.3.

MEET THE BISH.



The Bishop of Croydon, the Rt. Rev. John T. Hughes, who is also Bishop of the Forces, photographed with the ship's chaplain of H.M.S. Blake, the Rev. B. G. G. Marshall.

The Bishop set aside a week to visit the Navy. After visiting many establishments in the Portsmouth area he boarded the Blake which became his "home" in the Western Fleet assembly. Among his calls were those to H.M. ships Sirius, Abdiel, and Duncan, R.F.A. Olmeda, and the nuclear submarine Warspite.

Friendship between the Bishop and the Blake's ratings was sealed when they asked if they might call him by the name of all "The Maker's Representatives" on board ship — "Bish," because he really was properly entitled.

A MONSTER CLAW



RATIONS RUN LOW ON AID MISSION

The R.A.F. tanker Ennerdale sailed for Britain in July after re-storing at Cape Town, where she arrived with food stocks running low after helping in the search for South African meteorologists missing on Gough Island in the South Atlantic.

The Ennerdale, commanded by Capt. G. Bray, was about to return to Britain to refit when diverted to refuel the South African destroyer Simon Van Der Stel, which had sailed to carry out a search for the men.

She was afterwards despatched to Tristan da Cunha to embark a rescue party of 12. Because of deteriorating weather they remained on board for several days before it was possible for them to be transferred by helicopter to the Simon Van Der Stel.

The Ennerdale's mercy mission — particularly the feeding of the Tristan islanders — resulted in stores in her galley available for her crew of 17 officers and 41 men being seriously depleted, and a call at Cape Town for fresh provisions was necessary before she could continue her passage to Invergordon.

Trainee ship's diver P. Aldous, of H.M.S. Drake, shows a giant lobster claw which he recovered from Plymouth Sound.

"Thank goodness it was only a claw," he said on surfacing. "I could have ridden on the thing if it had been complete."

Helicopter rescue act

A holidaymaker on a rocky ledge above the sea at Portreath, Cornwall, was rescued by a naval airman, Robert Proudfoot, swinging on the end of a helicopter winch.

The man saved was Mr. J. W. Brant (54), of Kettering. Lieut. Michael Todd, pilot of the helicopter from Culdrose, had to hover so close to the cliff that the rotor blades nearly touched the granite.

By making a donation of £100 towards the Portsmouth Cathedral completion appeal, H.M.S. Daedalus has ensured that the name of the Fleet Air Arm will be perpetuated in the Cathedral by membership of both the D-Day Fellowship and the Society of the Golden Barque.

A plaque to the Fleet Air Arm will be fixed to a chair in the nave.

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Spend your evenings ashore at Aggie Weston's

Caledonia apprentices in 400-mile 'T.T.' race



All aboard! Four apprentices from H.M.S. Caledonia try out the tea trolley being used in the race against a pram from Edinburgh to London. Left to right, Robert Chase, Mike Hartley, Stephen Owen and Richard Weeks.

Edinburgh Castle stood on sombre guard high above Princes Street as four young sailors from H.M.S. Caledonia started out on a 400-mile race they knew would be fraught with

adventure.

"For one thing," said 18-year-old Mike Hartley, of Otley, "tea trolleys are not allowed on motorways. That'll mean we've got to travel the long way round."

"And nor are prams," puffed Richard Weeks (19), of Botley, Southampton, as he manoeuvred a tricky piece of Edinburgh pavement.

For a tea trolley versus a pram in a charity fundraising race from Edinburgh to London was the off-beat summer holiday chosen by four artificer apprentices.

"Co-driver" of the tea trolley was Stephen Owen (18), of Porthcawl, and the second pram-pusher was Robert Chase, of Grimsby.

Said Robert, "We wanted to do something different, and so hit on this idea. After all, with a tea trolley involved it can be called a T.T. race."

The charity they have chosen is the Spina Bifida campaign.

The race started on Saturday August 9 and it was hoped to reach Trafalgar Square in about 14 days.

Holidays for the disabled

Among new chalets included in extensions to a holiday centre for the disabled is one endowed by the Royal Naval Benevolent Trust.

Plymouth and District Disabled Fellowship had given a lead to the rest of Britain when it opened its holiday centre at Dousland, said Dame Joan Vickers, M.P. for Devonport, when she opened extensions to Rockleaze holiday centre.

The centre, which has been described as unique for the holidaying disabled, is fitted out so that many disabilities are catered for with adaptations and gadgets.

Among the four new chalets included in the extensions is the one endowed by the R.N.B.T., on whose behalf a cheque for £950 was presented to the Fellowship by Capt. M. Mackenzie, Chief Staff Officer, Administration, on staff of Flag Officer, Plymouth.

The new pay scheme is a great innovation (writes this "Sparker" to Navy News), and it should help to persuade a small extra percentage of people to join. But here are a few pointers that I think would increase that percentage.

Any hope of a new uniform?

SOME THOUGHTS FOR THE MANAGEMENT

May a humble "Sparker" make a few suggestions which would help to get more to join the Navy and so remove the mild panic that the "higher-ups" of the Service seem to be in.

First of all, about advertising. The picture of a smiling matelot eagerly waiting to go ashore in Hong Kong, with the placard saying, "Join the New Navy and get a professional's pay for a professional's job" doesn't say much, does it?

There are not many young men in "Civvy Street" today who will go to the ends of the earth to be able to wear a sailor suit.

Next, let's get organized within the Navy. There's always the constant "drip" — "Treat yer like bloomin' kids, they do." It wouldn't take much to change that.

Human error

Why not arrange things so that a man can think for himself? Let's have it so that the officer in charge of a department can work WITH his department.

The age-old business of going around and picking out every little mistake is bound to cause resentment. Why not have officers who can understand there is such a thing as human error.

An officer should gather his men around him once or twice a month, so that he can make a few pointers as to the smooth running of the department.

If he had an ounce of common sense he would be able to trust his men. If errors or mistakes constantly crop up at the bi-monthly meetings, then the officer should pounce. No resentment would be caused, because the men would already have been warned on their own ground.

TV adverts?

Little changes like that would lead to a much smoother running organization.

What's wrong with the "box"? I cannot recall ever seeing a film advertising the Navy on television. I've got so many ideas for films and angles

that Cecil B. de Mille would be jealous that he didn't think of them first.

New image

Give the Navy a new image — primarily a new uniform to go with the new ships. The uniform is what the "Civvy" sees, and helps him to make up his mind.

Something on the lines of the Canadian Combined Forces uniform would be cheap, practicable and, first and foremost, it would look good — a uniform a man would want to get into. I think our present rig has had a fair run for its money.

Don't call it the Navy any more: call it Seagoing Defence Organization or something like that. People associate professional money with an organization.

It's all well and good calling ourselves the "Silent Service" — romantic, in fact — but no sane "civvy" in this day and age is interested in romanticism. The average nine to five worker dreams of being a great hero, fighting off invaders from other solar systems rather than discovering new lands.

Space-age force

Let's convince these poor civilian robots that we are a space-age fighting force. Convince him that at this very moment there is a Task Force doing something, somewhere, in this great big world, that will lead in some way to the defence of our country.

Convince him that the Royal Navy is a compact, highly mobile, deadly, space-age fighting organization that he was an absolutely demented idiot not to have joined a long time ago.

Every little thing that the Navy does should be splashed all over the papers and the "box." Make all those civvies jealous of, "Those magnificent men in their sailing machines."

Make films about how a



"Well, if their outfits aren't 'with it,' how come these blokes are never 'without it'?"

"Sparker" picks up a distress call, how the stokers increase speed, how "dabtoes" steer the ship and do all the rescue work, how RP's plot our course to the scene of the incident.

Show people how the Navy can work as a team, the way any good organization does. The potential in this kind of advertising is limitless.

But, first and foremost, show

how a man is an individual part of this organization, and show, in detail, the job he does; how the officer in charge of his part of ship depends on this or that man for a certain piece of information. Show how the man came about this piece of information, and how he got it to the officer.

I may seem "anchor faced," but I do believe that with a few basic changes this Navy of ours can become something fathers with daughters can stop worrying about.

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Visits aboard 'Nuke'

The nuclear-powered fleet submarine H.M.S. *Vallant* was open to visitors for the first time in an English port when she called at Southampton in July.

Crowds of people from the area were able to look at the control room and accommodation spaces of the three-deck, 280-foot long, 3,500-ton submarine.

A visitor for lunch was the Mayor of Southampton (Ald. Mrs. H. K. Johnson).

Since she commissioned in May 1966 the *Vallant* has steamed some 116,000 miles, mostly submerged, and places visited include America and Singapore.

Next April she begins an 18-month refit at Chatham, which will include refuelling her nuclear reactor for the first time.

Visits aboard are, of course, always a pleasant feature when the guests are as attractive as the young lady, right.

Photo: LA S. King



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Type of Property Bedrooms Reception rooms Bathroom Garage/Space

NAVY ENDS WAR MINE DANGER

A dangerous Second World War beach mine, discovered beneath a main line railway bridge, was towed to a safe position and harmlessly exploded in Port Creek, Portsmouth, in July.

The mine, which could have destroyed the bridge carrying the Portsmouth-Waterloo line, was of British origin.

Bomb disposal experts from H.M.S. Vernon agreed that the mine was highly dangerous and asked local police to ensure that people were kept away from the area.

Divers from H.M.S. Vernon lifted the mine on a rope until it was suspended beneath the bridge, and it was then towed under water for about 300 yards. A frogman went down about 13ft. to the bottom of the creek to fit charges to the mine and a few minutes later an explosion and tower of water marked the end of the danger.

Seen in action in the picture is the Portsmouth Command mine and bomb disposal officer (Lieut. Colin Churcher), him are, clearance divers, left, AB David Walton and, right, PO Keith Brayne.



'Rivals' to compete in dash between Big Wheel

There is plenty of good humoured banter when Hayling Naval Association and the local branch of the R.A.F. Association meet.

Usually the banter concerns the parts played by the two Services during the Second World War, but in June this year the Naval Association made great play on the fact that the Fleet Air Arm won the transatlantic air race.

The R.A.F.A. countered by pointing out that the Navy had to use a foreign aeroplane to do this, the R.A.F. using the Harrier, built in the United Kingdom and the most advanced aircraft of its type in the world.

A challenge was subsequently issued by the R.A.F.A. to the Hayling Naval Association to a competition — to see which association could make the quickest time between the two highest points in the neighbourhood — the Big Wheel at Hayling to the Big Wheel at Southsea — and return.

RECORD COLLECTIONS

In 1968 Hayling R.A.F.A. reached an all-time record for the Battle of Britain collections, being presented with a cup for the highest collections in the Hampshire region.

The Big Wheel competition immediately became part of the branch's plans to improve the 1969 collections. It was thought it would have considerable participant and spectator appeal, and the R.A.F.A. hope that monies received from sponsors of participants will once more give a record total, and so assist the Home for the Chronic Sick and Disabled at Storrington, Sussex, and other welfare commitments.

There are four classes in the competition — Fastest time, most novel mode of transport, licensed house class and junior class — with cups and money prizes for each class.

PRIZE MONEY

The winner of the fastest time class will receive a prize of £50 and a challenge cup. There is £100 in prize money and four cups to be won.

Mr. Marshall Hill, of the

Amusement Park, Hayling, and Mr. Billy Manning, of Southsea, have been most helpful in donations, cups and advice.

The competition takes place on September 7, and full details of competition rules may be obtained from Mr. Ivan Ure, West Winds, 21, St Margaret's Road, Hayling Island.

Visit to Austria

Having decided, evidently, that they had seen enough of the sea, a party of 60 — members, their wives and families — from Wear branch visited Austria in July.

The party flew to Seefeld, which became their base for eight splendid days. Thanks to Shipmates T. White, R. Cummins and T. Bland, the arrangements worked perfectly and everyone had a really grand holiday.

These members of the welfare committee also arranged an outing for the Senior Citizens of the branch, together with their wives and the widows of deceased members — a total of 87 — to Whitley Bay.

Between lunch and tea the party toured the countryside, returning to Wear via the new Tyne tunnel after a most enjoyable day.

Ramsgate losses

Ramsgate branch has suffered the loss of two stalwarts — one a veteran of the First World War and a Zeebrugge veteran, the

other an officer who distinguished himself in the Second World War.

Rear-Admiral P. McLaughlin, the branch president, who died in June, was in command of the destroyer Mashona which is believed to have been the first ship to make a capture in the Second World War.

A survivor from the Spartan, which he commanded, Admiral McLaughlin subsequently commanded the cruiser H.M.S. Swiftsure.

At the end of July, Shipmate J. Connolly, the branch's vice-chairman died. He and Shipmate "Wally" Pratt, of the Ramsgate branch, were both at Zeebrugge.

The branch's annual outing took place on July 6, the evening being spent at Bromley Naval Club.

REUNIONS

R.N. Telegraphists (1918) Association. Annual dinner in H.M.S. Chrysanthemum, October 11. Details — Mr. A. Hoare, 152, Wellmeadow Road, Catford, S.E.6.

H.M.S. Coventry "Old Hands." Wreath-laying ceremony, Coventry Cathedral, September 13, 3.30 p.m., followed by dinner in the evening. Details — Mr. E. M. Skelley, 17 Avon Crescent, Stratford-upon-Avon.

CALLING OLD SHIPS

K. Rawlings (ex-AB), 236, Wold Road, Hull, asks if any readers recall the good times in H.M.S. Maidstone about 1955 with a good ship's company, particularly the sailmaker, PO Hallett.

M. E. Taylor, Ardlea, 11, Horselethill Road, Glasgow, 2, seeks photograph, even in group, of CPO W. J. Rowe, who served in H.M.S. Kent during the First World War, and was a member of the "Men of Kent and Kentishmen Association."

Plymouth club is to close

When the barman calls "last orders please" at the Hoe Club, Plymouth, on September 27, he will really mean it. For this Naafi club is to cease business.

The club, which replaced the wartime Plymouth Town Club, was opened in July 1952 by Princess Margaret.

The imposing clock tower became a landmark, and for many years the club was one of the most popular Servicemen's rendezvous in the area.

But times change and so does the pattern of Naafi service. The rise of the Naafi social club in individual naval establishments has removed the need for central clubs, and patronage of the Hoe club has fallen while costs have risen.

Naafi management and the Navy decided that the annual drain on Naafi's naval account could no longer be justified and that the considerable capital sum represented in the building could be put to more fruitful use.

The Portsmouth Town Club closed recently for similar reasons.

Studying for business life

The first course in the Far East for officers and senior ratings seeking to train, while still in the Services, for careers in commerce and industry, has been launched in Singapore under Royal Navy sponsorship.

The course is being run by the Inner London Education Authority's S.W. London College, which has already organized similar courses in London on behalf of the Ministry of Defence for the past three years, and last autumn started the first overseas course for officers of the British Army of the Rhine.

Twenty-one students have enrolled for the course — 13 Navy and Royal Marines, five R.A.F. and three Army.

These special courses are designed to train Service students for the Higher National Certificate in business studies and are spread over two years.

Students first come together for two weeks of intensive full-time study, and for this section, held in H.M.S. Terror, the principal and two lecturers from the S.W. London College flew out to Singapore.

Then follow 20 months of directed private study, tutors keeping in touch with their students by correspondence. Finally, students come together again for six weeks of full-time revision before taking the examination.

Subjects covered by the course fall into three main groups — business administration, economics (in principle and applied) and human relations.

More than 300 Service students are now enrolled on these H.N.C. courses. Of the 18 who finished the pioneer course last year, all gained the certificate, four of them with distinction. This summer, 38 students completed the second course, and 36 were successful.



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THEIR GIANT 'OGGIE'

When Newton Abbot branch visited the Royal Tournament in July, members presented the Devonport field gun crew with a giant "oggie."

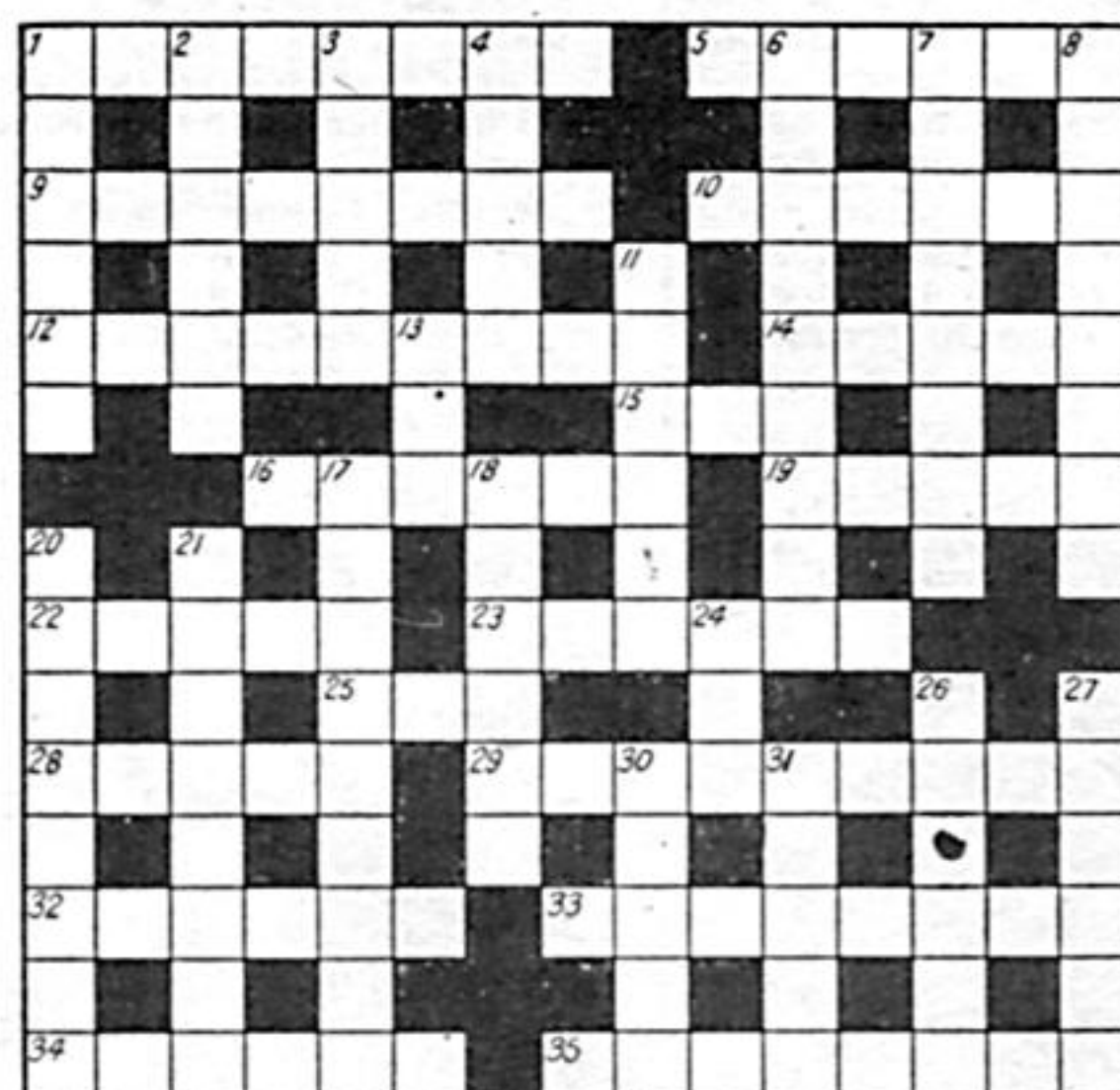
The ingredients for the "oggie" included five pounds of potatoes and two-and-a-half pounds of steak and, together with a jar of "scrumpy" which was also handed over to the

crew, it "went down a treat," said the chief trainer.

While "up the smoke" the party "did" the sights of London, thoroughly enjoying the whole week end.

Crossword 7

Below is the seventh of the new series of Navy News crosswords. Entries close on September 25 and should be addressed to Crossword No. 7, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened will receive National Savings gift tokens to the value of £10.



ACROSS

1. Pitched the noise a bit high, perhaps (8)
5. Got out of the ice region (6)
9. It puts more in the packets (8)
10. Dud Sir, of old (6)
12. Does a bit of telling off (9)
14. Goes along with agog (5)
15. Short—and long—lettuce (3)
16. In this you get capital gains (6)
19. Return me in the recurring idea (5)
22. Given a finish (5)
23. Just the ticket! Back where you started! (6)
25. Tires in the middle and gets you flaming (3)
28. Flaming in the war sky (5)
29. Colours flagging (9)
32. Tell off those few soldiers (6)
33. Does she employ a dresser? (8)
34. Yorkshire hobby of the land (6)
35. Dirty work done here! (8)

DOWN

1. Bram the coal heaver (6)
2. Danced like the kilties (6)
3. Sounds like a change at the East End (5)
4. Insect returned in the post mortem melancholia (5)
6. He reaps what he may not have sown (9)
7. Get out of being blamed perhaps, by a sort of underground movement! (8)
8. Merited by the Rev. Deeds, perhaps (8)
11. On the up and up (6)
13. Copy from the paper! (3)
17. Blushing brave? (3, 6)
18. Will a chess player be able to move if he is put under this? (6)
20. Musical judge? (8)
21. Allowed to develop a bad taste, maybe (8)
24. Container in a burning fury (3)
26. Doesn't describe a half crown, obviously (5)
27. A letter from an ashtray (6)
30. Room with a view (5)
31. Used by the North Sea gasmen (5).

SOLUTION TO CROSSWORD 6

Across: 1, Distinguishing; 9, Usual; 10, Antidotal; 11, Lipreading; 12, Soup; 14, Examples; 16, Banana; 18, Pastry; 19, Train set; 21, Slip; 22, Speed limit; 25, Rearrange; 26, Mates; 27, Steam pressures.

Down: 1, Double exposure; 2, Slump; 3, Ill tempers; 4, Grandees; 5, Intent; 6, Hide; 7, Nationals; 8, Elephants' tusks; 13, Magic lamps; 15, Assailant; 17, Green eye; 20, Open up; 23, Meter; 24, Area.

The winner of the £10 prize was Mr. W. M. Dawson, of Petersfield, Hants.

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St George for Alverstoke

THE 'NEWS' DIARY

Hard at work on "Operation Cleansweep" at St Mary's Parish Centre, Alverstoke, are (left to right): Messrs. Davis, Reoke, Carrington, Molnet, Colmer, Knott and James.

Each term special duties officer candidates of H.M.S. St George, Eastney, are set an enterprise project. The aim is for candidates to select a worthwhile and challenging task which can be completed within 24 hours.

In past years some hazardous, hair-raising and often amusing experiences have been encountered, including on one occasion being invited to set up a signalling station in a lady's bedroom.

Teams must submit proposed schemes and plans for staff approval. On July 25 2B/69 course, consisting of 11 candidates, led by Mr. P. Moinet, of Alverstoke, started "Operation Cleansweep" at St Mary's parish Centre, Alverstoke.

The operation involved clearing about 2,500 square yards of waist-high weeds and vegetation, and constructing a 26 by 12 feet stone-paved, patterned patio. During the night work continued to radio accompaniment, under a blaze of lights.

The operation was successfully completed by noon on July 26, when a tired but triumphant team arrived at H.M.S. St George.



The disrating of St Barbara

A counterblast from H.M.S. Excellent to the poem in the July edition from H.M.S. Verulam.)

Since the days of the Good Bluff King Harry
The English have simply not cared
What the Pope in his wisdom commanded
Nor (much) how his followers fared.

They protested that these sort of matters
Were much better dealt with at home;
With Saint George as the patron of England
Who cares for the Bishop of Rome?

But hurrah for our splendid Saint Barbara!
We'll listen to Cantuar and York,
But not to the misguided Papists;
Here's a fig for the Bishop of Cork!

Undeterred by these foreign high prelates
Our allegiance remains as of old
And may Barbara track down with her missiles
These edicts so rash and so bold.

Expertly carves beef – and wood

H.M.S. Decoy's Leading Cook Peter Radcliffe discovered a hidden talent when he entered the ship's wood-carving competition on Beira patrol last year.

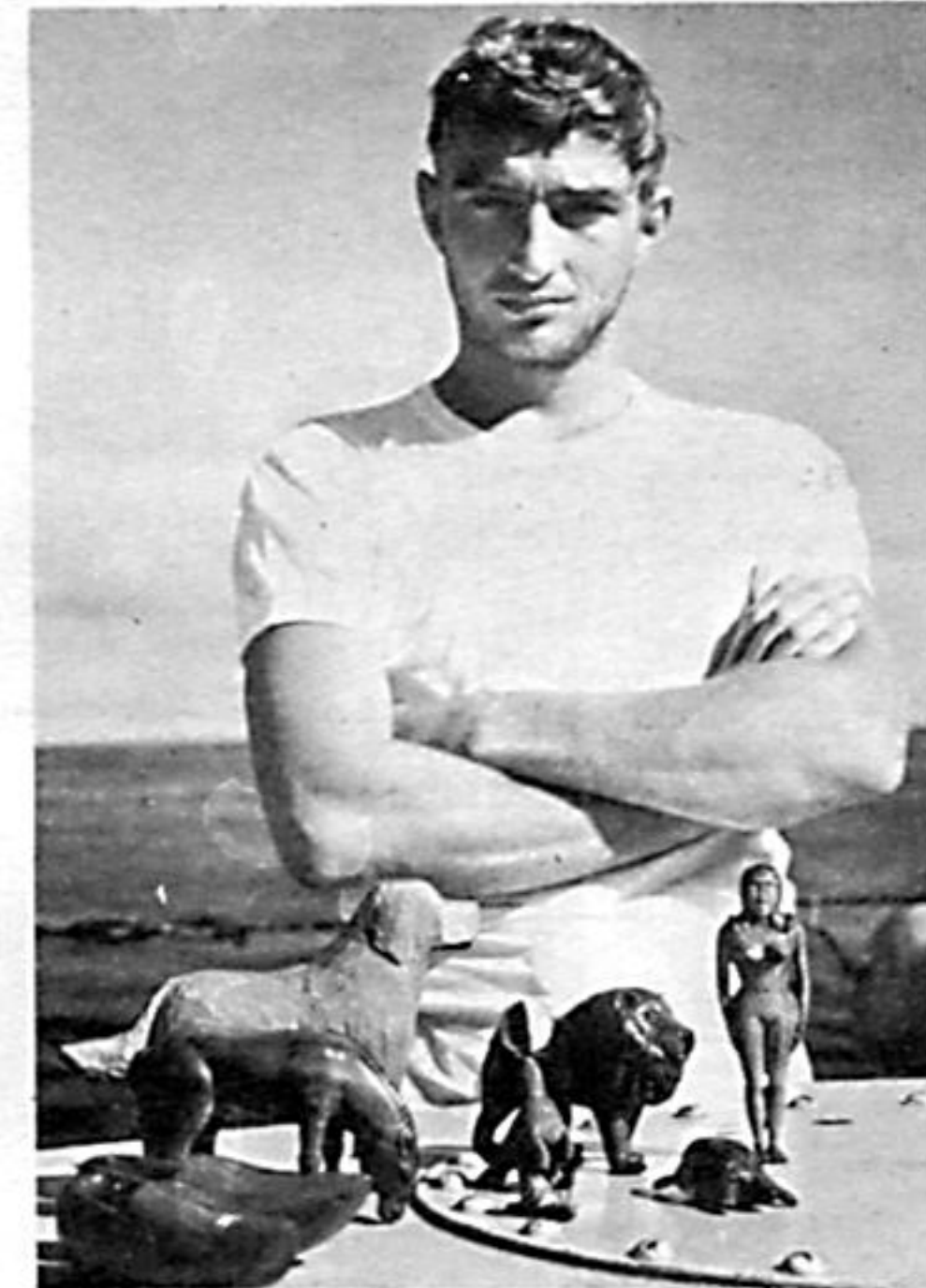
Since then, he has made many

models for his friends and mess-mates and his ability has been recognized by national newspapers in Australia and New Zealand, where reporters were intrigued to find a cook who could carve more than beef in an expert way.

Examples of his work have gone, too, to grateful ship's visitors, and now grace mantelpieces throughout the Far East.

Leading Cook Radcliffe is also captain of the ship's cross-country team and is a very successful track athlete.

Leading Cook Peter Radcliffe with some of his expert carvings.



TV's NICOLA SEES A 'SUB.'



Nicola, hostess of the Harlech Television quiz programme "Mr. and Mrs.," caught by the camera (left) after visiting the Royal Navy information stand at the recent Bath and West Show at Shepton Mallet.

Ice ship's hospital link

The ice patrol ship H.M.S. Endurance is taking over the liaison with a London hospital which was formerly carried on by H.M.S. Grafton.

During the last years of her operational life, the Grafton maintained a lively liaison with Helena Ward of the hospital for Sick Children, Great Ormond Street.

When she returned to Portsmouth before going for scrap, the Grafton appealed through Navy News for another ship to take over the link.

Already, a mounted photograph of the Endurance is being provided for the children's interest.

The Endurance recently brought back to Britain members of the British Trans-Arctic expedition which successfully completed a 3,800-mile, 476-day trek across the top of the world.

LUCKY JIM AT LYMPSTONE



Disc jockey and TV personality Jimmy Savile steals a kiss from "Miss Meet the Marines" after he had crowned her at a ceremony at Lympstone.

Winner of the title was Sonia Finlayson, of Exeter.

The panel of judges for the competition was headed by actress Veronica Carlsen.

Calling all cars

Pity for the ugly duckling is said to be akin to love, but it must be emotion stronger than that which draws motorists into an intimate relationship with a Volkswagen. Perhaps they are just good cars!

That unlovely beetle which has been trundling the roads for decades looms large in the recreational activities of Chief Electrician Lewis (H.M.S. Phoenix) and Chief Electrician Molyneux (H.M.S. Collingwood).

So enthusiastic are they that they are forming a Portsmouth and District Volkswagen Owners Centre as a branch of the nation-wide Volkswagen Owners Club (Great Britain), the eventual aim being to hold treasure hunts, outings for all the family, barbecues, rallies, social evenings, and the like.

Chief Lewis told Navy News that the club started in 1952 when members of the High Commission returned from Germany with VWs. They used to meet in a London pub, and it was there the club was formed. Now there are centres all over the country.

Fellow enthusiasts at the Royal Marine Barracks, Eastney, are Sgt. Fordy, Cpl. Stokes, and Mne. Rankin.

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Thrilling mission for sub.

Ordered to leave a NATO exercise, the American nuclear submarine Skate is told to make its way to Balaclava from the Mediterranean, via the Bosphorus.

In "The Last Mayday," (Hodder and Stoughton, 30s.), Keith Wheeler, the author, brings political brinkmanship into the home.

A Soviet ex-premier — he could have been Mr. Krushchev — has decided to defect to the West. Assisted by an American who has been spying for the Russians and a Russian woman, the ex-premier is chased across Russia by the secret police.

The escapers get to the submarine, but it is subsequently crippled by Russian torpedoes.

"The Last Mayday" is a suspense story of real Hitchcock proportions, with the White House, the Kremlin, the Pentagon all taking part, but it ends, dramatically, as the book begins, in the submarine Skate itself.

Anecdotes of the good life

There is plenty of delightful reading in a new book, which, apart from a reference to a conversation in a wardroom, has no mention of warships.

Rupert Grayson, one of a family of 12 (and 14 dogs) writes of his life to the age of 35 in "Voyage not completed" (Macmillan and Co., 45s.).

Brought up as one of a well-to-do family, with town and country house, butlers, gardeners, the lot, Mr. Grayson's book is full of the most pleasant anecdotes showing life (of the rich) at the beginning of the century.

Wounded twice in the First

NEW ON THE BOOKSHELF

World War, he doesn't "fit in" with the twenties and goes to sea in the Merchant Navy, leaving it "Voyage not completed" in New York.

An "escapist" book in the sense that it tells of times that have gone beyond recall, Mr. Grayson's book is well worth reading.

World trip bid recalled

The term "Voyage not completed" — the title of Rupert Grayson's book — can be applied to another person, but in an entirely different sense.

Cdr. W. D. (Bill) King, who set out in his boat Galway Blazer in an attempt to sail single-handed and non-stop round the world has, in "Capsize" (Nautical Publishing Company in association with Harrap — 30s.) written a gripping story of his first attempt.

His boat was turned right over by a freak wave and badly damaged but, rigging a jury mast, he made for Capetown and safety.

Cdr. King is about to make a second attempt, and it is to be hoped that this time the word "not" can be removed from Mr. Grayson's title.

Model soldiers

Collecting model soldiers is not everyone's cup of tea. Most grown-ups, indeed, if ever they give it a thought, think back to their very young days, when "playing with toy soldiers" took the form of standing them up in rows and then shooting them down with pea-shooters.

In "How to go Collecting Model Soldiers" (Patrick Stephens, Ltd., 35s.), Henry Harris has written a book which is much more than one for the model collector.

In addition to explaining how the mass-produced toy can be turned into exact miniatures, Mr. Harris gives excellent information on the origin and development of the fighting forces of many countries.

The various uniforms are described in the minutest detail, and a chapter is devoted to the basic rules of "fighting."

APPOINTMENTS

To be Director of Naval Education

Instructor Captain B. J. Morgan is to be promoted Instructor Rear-Admiral on January 6, 1970, and to become the Director of the Naval Education Service that month. His present appointment is as Dean of the Royal Naval Engineering College at Manadon, Plymouth.

Other appointments recently announced include the following:

Capt. A. J. Monk, R.N.A. Yard, Belfast as Superintendent, January 29.
Capt. P. K. C. Harris, President for Centurion for duty with Commodore Naval Drafting as Capt. Naval Drafting (desig.) (Amended orders).

Cdr. L. M. M. Saunders, Jaguar in command, January 28.

Cdr. J. M. Webster, Argonaut in command, January 6.

Cdr. C. J. Nicholl, Yarmouth, January 5, and in command.

Cdr. A. F. C. Wemyss, Scylla, August 25, and in command for sea trials and on commissioning.

Cdr. J. A. Coleman, Pembroke as Executive Officer, October 31.

Cdr. J. A. S. Westwood, Forth as Executive Officer, September 5.

Lieut.-Cdr. A. P. McKenzie-Hill, Rhyl in command, August 4.

Lieut.-Cdr. H. Peltor, Acheron in command, September 6.

Lieut.-Cdr. J. A. L. Myres, Woodlark in command, September 13.

Lieut.-Cdr. T. Goetz, Nurton in command, November 19.

Lieut. M. F. G. Emary, Repton in command, September 7.

Singapore's royal visit



Princess Alexandra and Mr. Angus Ogilvy are greeted by naval families at Singapore naval base.

While she was in Singapore representing the Queen at the island's 150th anniversary celebrations, Princess Alexandra took the opportunity of visiting Singapore naval base.

She arrived at the base on Sunday, August 10, with her husband, Mr. Angus Ogilvy, for a three-hour visit, and was entertained to lunch at Admiralty House by the Commander, Far East Fleet (Vice-Admiral Sir William O'Brien).

The Princess then toured the naval base by car, stopping at an accommodation block, where she met Mr. Shamugan, an Indian dockyard electrician, his wife and five children. She had a quick look round the Shamugan's flat and outside spoke to other Asian employees and their children.

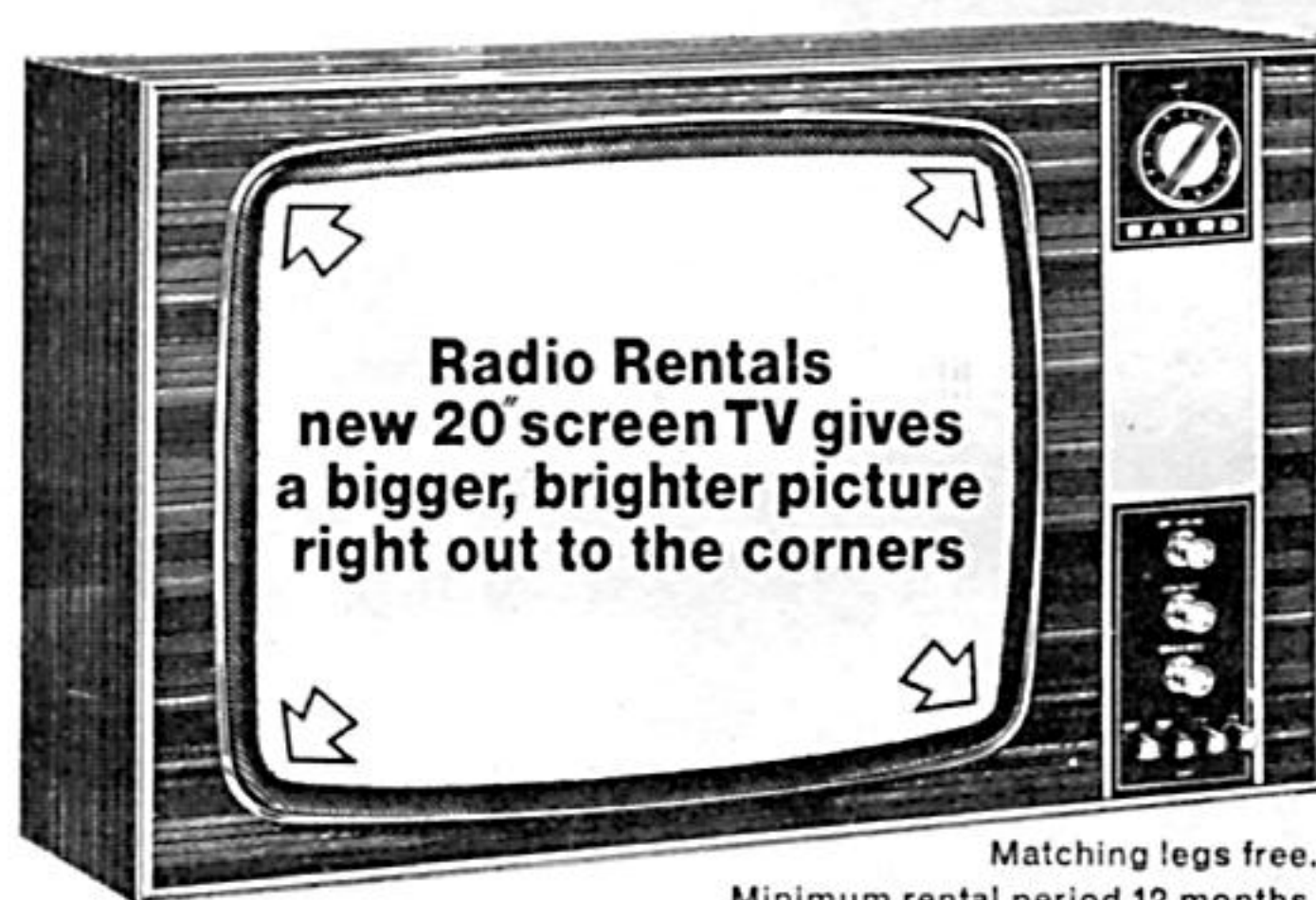
Princess Alexandra made another stop at King's Avenue, where she met the Commodore Superintendent, Singapore (Commodore M. H. Griffin) and

had a panoramic view of the ships in the dockyard stores basin.

There was a tropical downpour,

but the smiling Princess insisted on staying to talk to the many naval wives and children who had waited in the rain to see her.

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Prices in brackets include postage.

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Government publications can be purchased from the Government Bookshops in London (post orders to P.O. Box 569, S.E.1), Edinburgh, Cardiff, Belfast, Manchester, Birmingham, and Bristol, or through any bookseller.

Flags and signals

A new international code of flag signals came into force last April — a code which is simpler and more adaptable.

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DOLPHIN AGAIN TOP COOKS IN CONTEST

H.M.S. Dolphin, the Gosport submarine base, has won the Portsmouth area cookery and catering competition for the second year running.

It is the first time since the competition started in 1954 that an establishment has won it for two consecutive years.

Fifteen establishments took part in the competition and they were required to produce a dinner at a cost of 2s. a head.

Runners-up were H.M.S. Excellent, and third were H.M.S. Pembroke.

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DOMESTIC HELP. Loch Lomond-side Cottage available in return for part-time domestic help, husband to follow own occupation, but some outside part-time work could be arranged. — Write Box No. NN.108.

A tall story — but they win

Naval Home Command has a team of basketball players which, in height at least, compare favourably with that remarkable team, the Haarlem Globetrotters.

Playing once a week, they have won most of their matches this year.

The team consists of Mech. App. Harty, LS Walters, Inst. Lieut. Johnson, Mech. App. Howe, Lieut. Spurling, Art. App. Bird (average height of these six is 6ft. 3in.), Mech. App. Dawley, Yeoman Didcott, LS Hefffield, CPO(PTI) Wallcott, Art. App. Banks (the minimum of the team — 5ft. 6in.) and Art. App. Carlson.

All come from H.M.S. Collingwood, except LS Walters (Dryad), Yeoman Didcott (Victory) and Art. App. Carlson (Dolphin).

There are three Navy players in the side and Banks is a junior Navy player. Inst. Lieut. Johnson has played for the Combined Services, and Banks played for the Combined Services junior side.

Fine effort by PO Wren

Despite a fine effort by PO Wren Deirdre Watkinson, the W.R.N.S. finished in third place in the Women's Inter Service athletic championships, with 55 points to the W.R.A.C.'s 71 and the W.R.A.F.'s 60 points.

PO Wren Watkinson was second in 100 metres (but with the same time as the winner — 12.4sec.), first in the 200 metres, first in the 400 metres and first in the 100 metres hurdles.

L. Wren E. J. Rimer was third in the 100 metres, and third in the long jump.

HOOD PAPERS DISCOVERED

The pay records of the battle cruiser H.M.S. Hood, sunk 28 years ago in the hunt for the Bismarck, have been found buried on Senja Island, N.W. Norway.

The pay records drifted in a waterproof container on to the northern shore of Senja and were picked up by a local fisherman in 1942. He handed the container to three other Norwegians, who buried them to hide them from the occupying German forces.

The three then separated and did not meet again until July this year. They went back to Senja and dug up the container.

JUDO COURSE AT MANADON

A course for judo players of Third Kyu and over holding a current B.J.A. licence is to be held at the Royal Naval Engineering College, Manadon.

The course starts on September 14, ending on September 17 with an examination for club / county coach awards.

Full details may be obtained from the Hon. Secretary, R.N. Judo Association, Royal Naval Hospital, Plymouth.

Service Insurance

More than 40,000 booklets called "Life Insurance Made Easier" are on their way to home and overseas Service establishments. They contain details of a scheme, launched by Naafi, to make life assurance in war and peace simpler for Servicemen.

In memoriam

Paul Frederick Haines, OS P/101654.
H.M.S. Llandaff, July 17.
David William Long, AB P/086981.
H.M.S. Salisbury, July 17.
David James Taylor, AB, P/069400.
H.M.S. Grenville, July 26.
Cdr. Graham Campbell, August 19.

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20,000 VISITORS AT PORTLAND

More than 20,000 people attended the Navy's including H.M.S. Glasserton, seen right with a two-day "at home" at Portland in August. large crowd of visitors on board.

Visitors were able to go on board a number of There were flying demonstrations by helicopt-destroyers, frigates and submarines. They were ers from H.M.S. Osprey, and the ceremony of also able to make harbour trips in two ships, "Beating Retreat"



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Marconi 

If you are interested please call, telephone or apply by letter giving age, education, experience and present salary, quoting reference NN/WW/1 to: The Assistant Personnel Officer, Wembley Works, Lancelot Road, Wembley, Middx. Tel: 01-902 9421.

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Ex-N.A.M. (left F.A.A.)



Pat Convery (Electrician)
Ex-P.O.E.L. (left R.N.)

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A number of vacancies exist in the Technical Information Department for Technical Authors who will be engaged on writing the handbooks for the Company's products. The work covers all aspects of radio, radar, space, communications and computer and digital systems.

Ideally the candidates should have practical, up-to-date experience in these areas - perhaps as an NCO on third line servicing or as an instructor. Candidates should also be able to express themselves clearly, and since much of the time is spent with development engineers, be able to get on with people well. Training will be given where appropriate to bring the technical knowledge up-to-date.

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British Transport Police, PO Box No. 25
Park Royal, London NW10**



'Odd man out...'

But this Cinderella had an important job - getting everything spick and span for the ship's company photograph to be taken aboard H.M.S. Cleopatra. Wielding the deck mop is Able Seaman Steve Smith, of Solihull, Warwickshire.

From Albion



PO Clive Reynolds kisses his daughter Jacqueline for the first time. She was born after he left R.N. air station Culdrose nine months ago with 848 Naval Air Squadron for the Far East.

PO Reynolds was reunited with his family when H.M.S. Albion, back from the East,

flew the squadron into its home base at Culdrose while five miles off the coast.

Families and friends were at Culdrose to greet the returning men.

With PO Reynolds and daughter in the picture are his wife Gillian and son Andrew (2).

TECHNICAL INSTRUCTORS (ELECTRICAL)



The Aircraft Servicing School at British Aircraft Corporation, Weybridge, requires Technical Instructors (Electrical) to give classroom instruction to personnel from BAC One-Eleven operators and to prepare technical information and instructional diagrams for inclusion in School Lecture Notes and Aircraft Maintenance Manuals.

This School is a vital element of BAC's service to its customers throughout the world, and plays an important part in the international success achieved by the jet airliners designed and built by the Weybridge Division.

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RFA SERVICE HAS NEARLY 50 SHIPS

They're 'life-line' of the Navy

Supplying the Fleet is a task as old as the Royal Navy itself.

Ships laden with stores and known as "pinks" accompanied the squadrons of Drake and Frobisher to distant waters. Supplies of beer and bullocks were carried from Plymouth to Brest during Hawkes's siege of 1759.

During Nelson's Mediterranean campaigns, stores were brought to his ships by sea from Gibraltar.

It was not, however, until steam replaced sail as a means of propulsion that the Royal Fleet Auxiliary Service was formed. It was a product of the days of coal-burning ships and was officially constituted by Royal Charter in 1911.

Grew rapidly

At first it was mainly a coal bunkering and store carrying service, but as oil-burning warships replaced coal-burning vessels before and during the First World War, it was adapted to cater for this new need by the building of a tanker fleet.

From that time it grew rapidly and in the Second World War its ships served in every naval theatre of operations from the Arctic to the Pacific.

The ships of the Royal Fleet Auxiliary Service — there are nearly 50 of them, some of up to 70,000 tons deadweight — are manned by some 4,000 officers

and men of the Merchant Navy, working under National Maritime Board conditions of service, under the civilian control of the Director of Fuel Movements and Transport at the Ministry of Defence (Navy).

The ships are similar in most cases to those used for commercial purposes, but their responsibilities are very different.

In size the Service is comparable to a large shipping line; in practice it is a fleet within a fleet.

Probably the most important service the RFA renders to the Royal Navy is that of replenishing H.M. ships at sea. This is a modern technique practised by no other branch of the Merchant Service.

Replenishment at sea enables H.M. ships to enjoy freedom of movement by reducing their

dependence on shore bases, and makes the RFA Service the front line of the Royal Naval Supply and Transport Service.

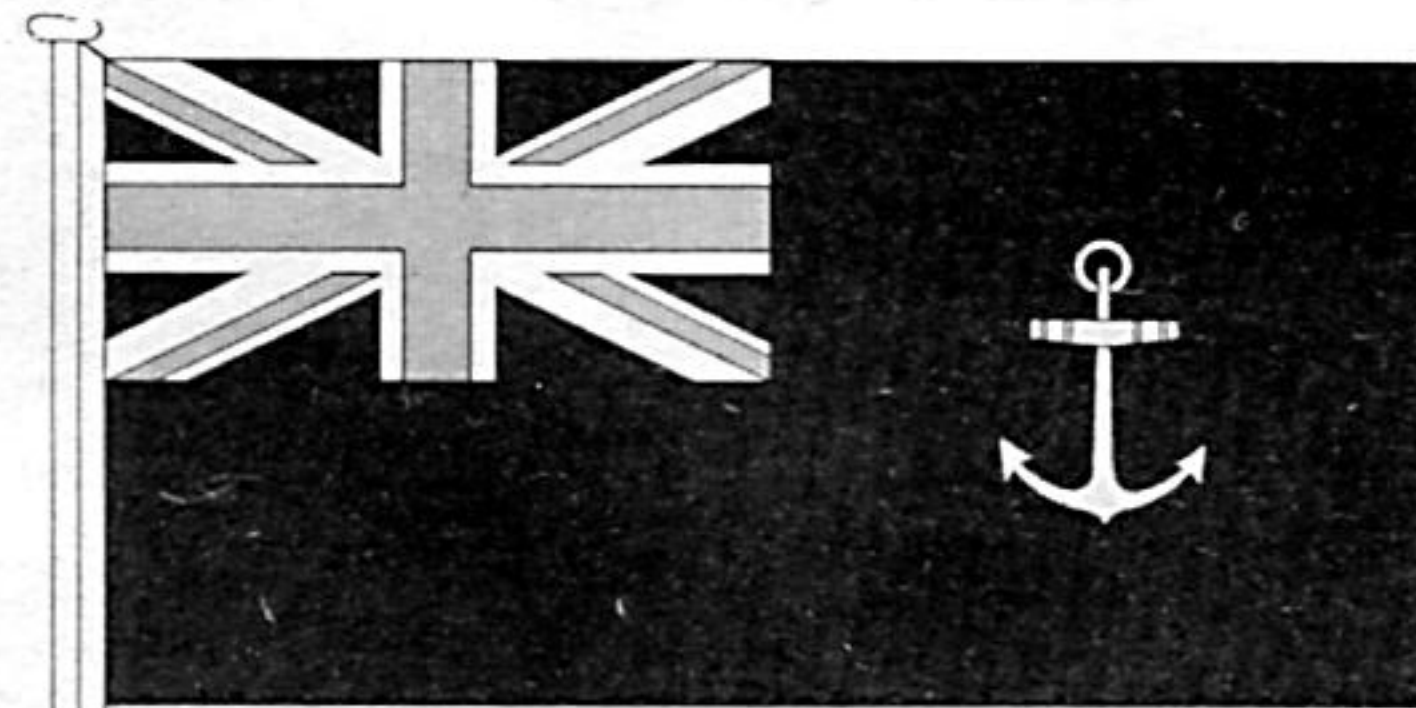
As an example of the work carried out, an aircraft carrier on Beira patrol duty was replenished and refuelled at sea for more than ten weeks without visiting a port.

Fuel and stores

Supporting H.M. ships with their needs of fuel, stores, ammunition and food requires specially equipped vessels, and possibly the pride of the Royal Navy's "life-line" at sea are the new "Ness" class of stores support ships.

RFA Lyness, an air stores support ship, carries over 80,000 different items of general naval and aircraft stores to meet the needs of aircraft carriers and other warships, as well as hundreds of tons of general cargo.

Her sister ships, the Stromness and Tarbatness, carry about



The new flag hoisted by ships of the RFA Service in June this year.

40,000 different items of general naval stores. In addition, each ship carries sufficient food and canteen stores to support 15,000 men for a month.

These stores, of up to 2,000 tons, include 600 tons of groceries, 200 tons of meat and fish, 500 tons of fruit and vegetables, nearly 1,000,000 cans of beer and 10,000,000 cigarettes, together with stocks of clothing, mess gear and medical dressings.

Accommodation is to the best commercial standards, providing single cabins throughout. There are cinemas, hobby rooms, and modern laundry, and all accommodation, including offices, is fully air-conditioned.

Their ensign

Ships of the Service wear the Blue Ensign with a plain upright yellow anchor in the fly. Previous to the institution of the new flag, the RFA flew the "RFA Ensign" — the Blue Ensign with a horizontal yellow anchor.

The old flag will continue to be flown by any non-commissioned vessel belonging to the Navy Department of the Ministry of Defence — Ocean, Coastal and Port Auxiliary Services specializing in support of Dockyard and Salvage Services.

Use of the upright anchor dates from the XVIIth century, when it was the badge of the Commissioners of Transportation, and it is therefore appropriate to the specialized

"If we are to continue to maintain our influence and protect our vital interests in those parts of the world remote from Europe, we must learn to deploy our forces with less reliance on fixed bases overseas." — Statement by a First Lord of the Admiralty.

South America at the beginning of 1969, and carried an exhibition of defence equipment put on by the Director of Sales (Navy).

During the cruise the Lyness visited Puerto Rico, San Juan, Colon, Rodman, Callao, Lima, Valparaiso, the Falkland Isles, Buenos Aires and Rio de Janeiro, being hospitably received everywhere.

As well as operating with the Royal Navy squadron, replenishing ships as necessary, the Lyness exercised with the navies of Chile, Peru and Uruguay.

service managed by DGST (DFMT) (Navy).

The RFA Lyness accompanied the squadron which visited

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The air stores support ship RFA Lyness, which carries 80,000 different items of general naval and aircraft stores as well as hundreds of tons of general cargo.

BACK-HOME ALBION BOOMS 'OLD' SALUTE

H.M.S. Albion certainly let things rip when she returned to the United Kingdom at the end of July after 22 months east of Suez.

A 19th century cannon boomed out a salute as the ship steamed into Portsmouth harbour.

Eight members of the ship's company, dressed in old-time rig and led by Lieut.-Cdr. D. C. Allen, formed the firing party on the after-end of the flight deck.

The firearm was one of two five-ton cannon brought from Mauritius.

Until they were offered to Portsmouth by the Mayor of Port Louis, Mauritius, they were used as street barriers.

The cannon are muzzle loaders of the early 19th century and one is French and the other British. They are believed to have been part of the coastal defence of Mauritius towards the end of the Napoleonic wars.

Since April 1967 the Albion has steamed 109,580 miles, and 848 Naval Air Squadron have flown a total of 8,334 day and

night hours since embarking in September 1967.

When she arrived home, about 1,000 relatives and friends embarked at Spithead to steam the last mile home with the ship's company. A further 500

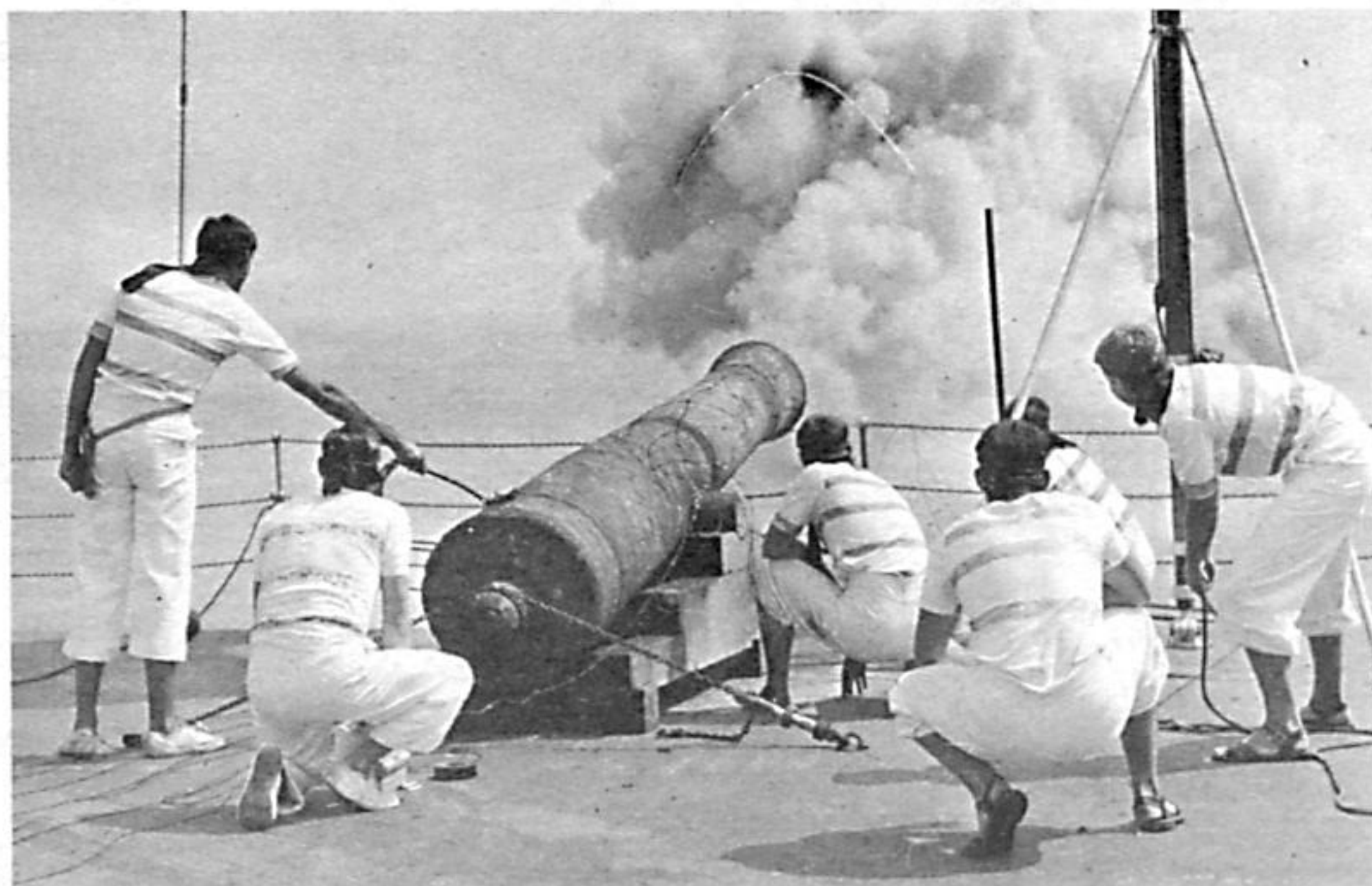
met the ship on arrival at Portsmouth and the band of H.M.S. Hermes played the Albion into harbour.

The Albion had recommissioned in November 1968 in Singapore and later sailed for Sihan-

oukville to pay the first visit to Cambodia by a British warship for eight years.

She then sailed to Hong Kong and took part in exercises which included operations off Malaya and South Korea and a visit to Kobe in Japan.

The ship, commanded by Capt. M. S. Ollivant, returned home following visits to Freemantle, Mauritius and Durban.



"Old time" sailors man one of the 18th Century cannons brought back to Britain by H.M.S. Albion as the gun roars out the news that the ship is home after 22 months east of Suez.

Royal Family with the Fleet



A radiant Queen is caught in happy mood when, with other members of the Royal Family, she visited H.M.S. Blake.

The story of the visit by the Queen to ships of the Western Fleet in Torbay at the end of July was the way in which the Royal Family and the Royal Navy beat the dreadful weather.

The day of the Royal Family's visits to ships of the Fleet was appalling, with mist and driving rain. The visitors were faced with slippery gangways and a general dampness which no one escaped but, undeterred, they carried out a programme of visits to appear bright and smiling in the ships.

Next day, when the main ceremony of the two-day assembly took place, the weather had improved.

In H.M.S. Eagle the Queen presented a Colour to the Western Fleet. It was the first time such a colour had been presented on board and was also the first Colour to be received by the Western Fleet.

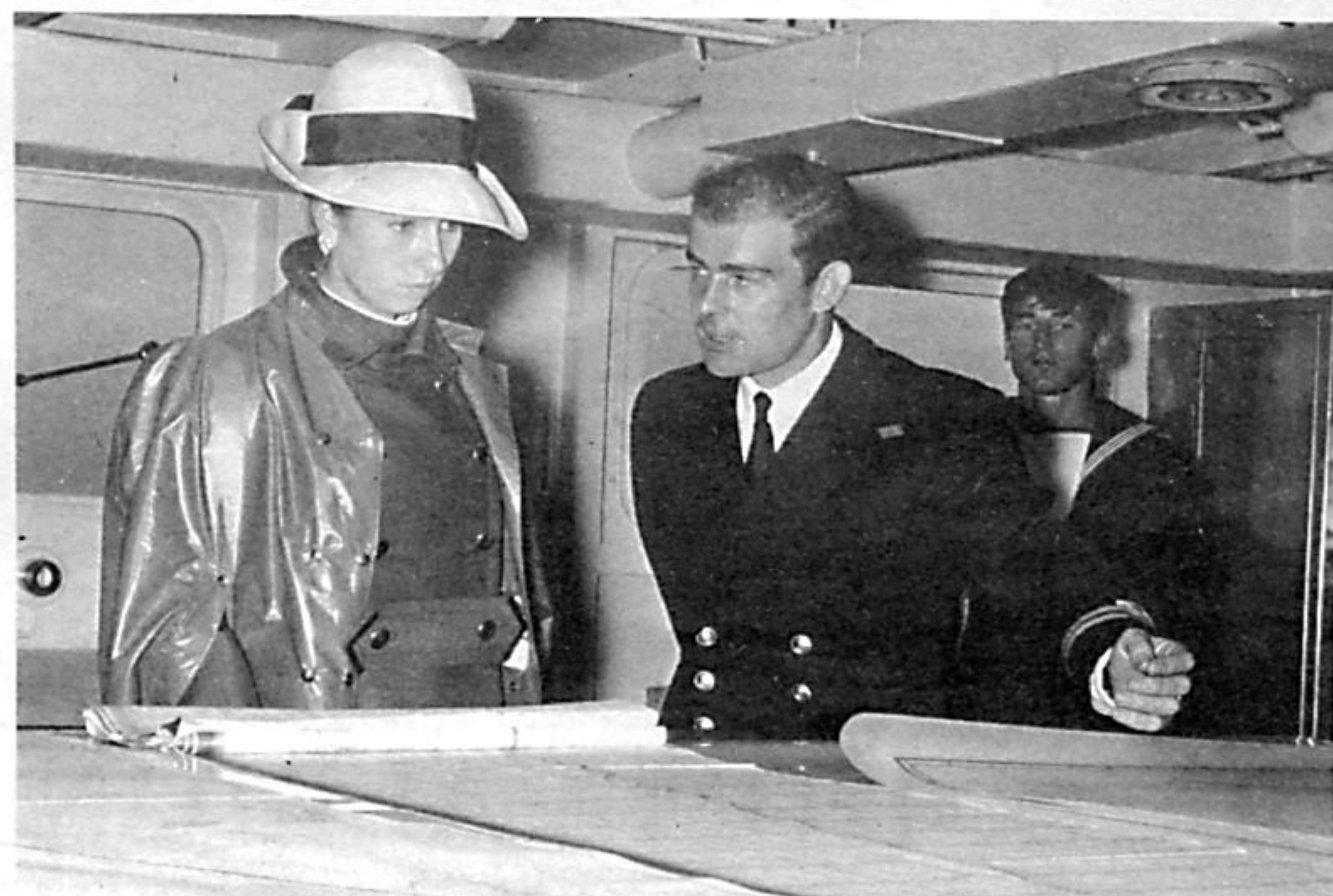
After the ceremony there was a fly-past.

Later H.M.Y. Britannia, with the Queen on board, led the Fleet to sea and the ships steamed past the Britannia 10 miles to the east of Torbay.

The Queen, accompanied by the Duke of Edinburgh, visited the guided missile destroyer H.M.S. Hampshire.



Greeting for the Prince of Wales when he went on board the Leander-class frigate H.M.S. Phoebe.



In the ocean-going survey ship H.M.S. Hecate, Princess Anne shows considerable interest in the charts.

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LINE-UP IN RAIN

Undeterred by pouring rain, Princess Anne and members of the ship's company of the coastal survey ship H.M.S. Fox pose for a traditional group photograph.

This defiance of the weather typified the spirit in which events of the Fleet assembly were carried through to success.

NAVY RUGBY IN CRACK SHOTS

FOR EXCITING SEASON

Once again a new season is starting — a very full and exciting one for Navy Rugby Football. Apart from the normal Navy and County games the Navy team has been invited to play against Begles, the champion club of France, near Bordeaux on October 29.

This is part of a "British fortnight" at Bordeaux. Two of H.M. Submarines will also be visiting Bordeaux at the same time.

The invitation was originated by M. Moga whom some of the Navy players met at Angers last April. It promises to be a hard game and an interesting occasion.

The Navy v. Army match is on the traditional date, the first Saturday in March i.e. March 7, 1970, and it is hoped that every-

RUGBY NOTES BY NIMROD

one will note this in their diaries and turn up in force.

Because of the changed date for the England v. Wales game the Navy v. R.A.F. match has had to be fixed for March 14. This was only made possible through the kindness of the Harlequin Club who have given up Twickenham to the Services on that day.

The Navy tour this season is in the Midlands where Leicester and Moseley are our opponents. Last season only one new

Navy cap was awarded: to Sub-Lieutenant John Milnes, but this season many of the old sweats are unavailable and there will be plenty of opportunity for new blood.

The Combined Services also face a hard and interesting season which includes a game with the South African touring side. This match would normally be played on Boxing Day but as this falls on a Friday and the South Africans have a match at Exeter on Saturday the game has been arranged on Tuesday December 16 at Aldershot.

It is hoped that first class support will be forthcoming from all Services in the South of England.

The Combined Services team will play three working-up games in November against Leicester, Scottish Districts and Newport. The annual match with the French Armed Forces will be at Twickenham on April 11.



L. Wren AM(A/E) Valerie M. Mitchell (top) is the Fleet Air Arm's W.R.N.S. champion shot for 1969. Stationed at R.N. Air Station, Yeovilton, Valerie's home town is Paignton. Bottom is REM(A) Paul A. Brown, the Fleet Air Arm's junior champion. Attached to 803 Squadron at Lossiemouth, Paul joined the Navy in September, 1966. His father was an Army man, from whom, probably, Paul got his good "eye for the bull."



The Sultan crackshots — CERA P. G. Tuck, CERA D. Fox and ERA A. Robinson.

(Photo — H.M.S. Daedalus).

BISLEY TROPHIES FOR SULTAN

During the Royal Navy Rifle Association and National Rifle Association meetings at Bisley in June and July, three men from H.M.S. Sultan proved themselves crack shots and returned to their establishment with a fine collection of medals and trophies.

The three are CERA D. Fox, from Stubbington, CERA P. G. Tuck, of Fareham and ERA A. Robinson of Southsea.

The performance of CERA Fox was particularly outstanding in that he won the second stage of the Queen's Prize, and led the field after the 900-yard shoot. He finished with the highest recorded naval score since the last war, when records were started, with 281 out of 300 — only three points behind the winner.

CERA Tuck and ERA Robinson also represented the Navy in Inter-Service events, and between them the three men collected 25 medals and trophies.

Among the events for which these were awarded were: Inter-Service long and short range teams; Inter-Service sub machine gun and pistol teams; Bisley Cup; Pistol Tyros aggregate; Inter-Command pistol; Bargrave Dean (Pistol tiles) runners-up in Ranelagh Trophy; and highest possible score in the Daily Mail and Telegraph events.

All three consider that it has taken most of the Service life to

reach Bisley proficiency.

The annual triangular match between the R.N. Rifle Association, the Army Target Rifle Club and the Civil Service Rifle Association, was won for the third year running by the Civil Service, with the R.N.R.A. second.

The most successful shot for the Navy was A/Mech. Cullum, with a score of 96.

For the first time the Royal Navy took first and second places in the race for the Medway Warren Shield and Challenge Cup.

The race, held on July 31, is between two crews from the Navy, two from the Army and one each from the Medway Police and Fire Service.

The 'A' team, all from H.M.S. Pembroke, was Lieut. Dawson, LS Cornish and Webber, SA Hosford, LM(E) Stacey and AB Morden. Trainer was PO(PTI) Gillett, also from H.M.S. Pembroke.

GOOD NEWS FOR BOXERS



QMS J. F. Rutherford



CPO R. Eden



C/Sgt. D. Evans

Coaches pass top course

In 1967 the Amateur Boxing Association appointed their first National coach, Mr. David James, an ex A.B.A. light heavyweight champion and a Welsh representative. He quickly saw the need for Coaches at club level and introduced a scheme which would enable suitable boxers to qualify as A.B.A. Elementary Coaches.

Candidates for this award are required to sit a one-hour written paper and undergo a practical examination in the teaching of practical skills.

The Royal Navy Boxing Association and the PT Branch saw the advantages of this coaching scheme and encouraged several boxers to qualify; the Service now has fourteen Elementary Coaches, a creditable achievement.

Eighteen months after the introduction of the Club scheme, an Advanced Coaches award was introduced and the first four-month course has recently been completed.

The course began with a week-end at the National Recreation Centre, Crystal Palace; where students received lectures

on various aspects of physical fitness.

They were then required to produce four theses in their own time, on:— the physiology of physical fitness for boxing; growth and development of the adolescent; the acquisition of boxing skill, and the testing and measuring of physical fitness.

The A.B.A. training committee then paid three separate visits to each individual coach, at the coach's own club, to ascertain his proficiency in the field.

During a final week-end at the National Recreation Centre, the students were examined in practical coaching and were required to deliver a lecture on a subject chosen by the A.B.A. Committee.

Of the 24 coaches who began the course, only 11 were successful. Three of these were Royal Navy men:— CPO R. Eden, PTI, Q.M.S. J. Rutherford, PTI, and C/Sgt. D. Evans, PTI, RM.

CPO Eden and C/Sgt Evans are once again the Navy boxing coaches for next season and no doubt their new talents will be of considerable value to the sport.

Juniors retain diving trophy

The Inter-Services junior swimming, diving and water polo championships were held in H.M.S. Figgard on August 2, the Army winning the swimming and water polo trophies, the diving trophy going to the Navy.

There were some exceedingly close finishes J/Mne R. Novis (Depot R.M.) being the star of the Navy team.

He won the 100 yards free style, was second in the 440 yards free style and second in the individual medley.

J. Sea N. C. B. Foot (H.M.S. Ganges) was also very good, winning the 100 yards butterfly and the 100 yards backstroke, while in the diving AA R. Markham (H.M.S. Caledonia) and J. Sea P. D. Frayne (H.M.S. Ganges) were first and second respectively.

Another R.A.F. tennis win

Lieut. A. Dunlop won the Royal Navy tennis championships at Wimbledon last month, beating Lieut.-Cdr. B. Grozier in two straight sets.

Lieut. Dunlop, in partnership with Sub-Lieut. J. Chadwick beat Lieut.-Cdr. A. N. Lorimer and Lieut.-Cdr. Grozier, in the men's doubles, also in two straight sets.

In the women's singles 2/o J. MacColl beat 3/o S. Skelton, and these two beat L. Wren J.

Walker and Wren S. Williams in the doubles.

The Royal Air Force made their total of wins in the Inter-Service championships 20 in the last 23 years on August 11 and 12. They won all their six singles without dropping a set, and the next day won all the six doubles.

The Navy champion, Lieut. Dunlop, beat the Army champion, but came a cropper against the R.A.F. champion.

The W.R.N.S. champion, 2/o

FIXTURES

SEPTEMBER

- 5—Golf: W.R.N.S. autumn meeting. Hayling Island.
- 9—Swimming and water polo: R.N. v. Norwich Swans, Norwich.
- 10—Swimming and water polo: R.N. v. Civil Service, London.
- 13—Golf: R.N.G.S. v. Moor Park G.C. Moor Park.
- 16—Swimming and water polo: R.N. v. Otters, London.
- 17—Water polo R.N. v. United Hospitals, London.
- 19-20—Swimming, diving and water polo: Inter-Service men and women's championships. R.M.A. Sandhurst and Reading Baths.
- 20-21—Cycling: Inter-Service two-day race. Barnstaple.
- 20—Golf: R.N.G.S. v. Sunningdale G.S. Sunningdale.
- 26-28—Kayak: Inter-Service slalom, sprint and long distance championships. Shepperton.

OCTOBER

- 1—Football: R.N. v. Portsmouth F.C. Portsmouth.
- Rugby: U.S. Portsmouth v. an International XV to open new club house. Portsmouth.
- 2-3—Sailing: Inter-Service dinghy championships. Welsh Harp.
- 3—Squash: R.N. v. Berkshire. Portsmouth.
- 4—Cycling: R.N. hill climb championships. Hambledon.

WHEN HUGGING MAKES SENSE...

"Take his name, ref" might well have been the cry of the crowd if anything like the scene, right, had happened in a more serious soccer match.

Hugging on the playing field in modern football is something which plenty of people criticize, but there would be more reason for it if the object of the hug were always as pretty as this!

Risking being "booked" by the ref. even before the kick off is entertainer Dave King, who played in a charity soccer match on H.M.S. Excellent's playing fields on August 10 between the TV Entertainers' XI and H.M.S. Excellent. The attractive young lady he's embracing is Miss Britain.

Also in the picture are, left, Ck. Stiles, captain of the Whale Island team, and, right, George Claydon (World Cup Willie). Photo: N.A.T. Lock.



'TRIKE' RACE SUCCESS

W. Filby, an able seaman serving in H.M.S. Kent and a member of Portsmouth Command Cycling Club, came third in the country's best in the tricycle section of the national 24-hour championship on July 26/27.

He cycled continuously for 378 miles throughout the 24 hours, except for taking on and off his night clothing, and was fed while on the move by the club secretary, CPO Wtr Carter.

An Inter-Service two-day cycle race, promoted by the Royal Navy Cycle Club on behalf of the Combined Services Cycling Association, is being held on September 20 and 21.

Thirty-nine servicemen, 13 from each Service, will take part in the event, which is in three

Lasted course in 600-mile rally

For the first time, the Royal Navy entered a team in the 600-mile South Malaysian motor rally at the end of July.

The driver, Lieut. Timothy Price, and navigator, Surg.-Lieut. Philip Bolderson, are both serving at H.M.S. Terror. Lieut. Price is the assistant secretary to the Commanding Officer and Lieut. Bolderson is a dental officer.

stages — 35-mile massed start, a six-mile time trial, and a 90-mile massed start.

Thumbs-up from the Royal Navy entrants in the South Malaysian motor rally — Surg.-Lieut. Philip Bolderson (left) and Lieut. Timothy Price.



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RN
ROYAL NAVY

SPORTING ROUND-UP

They drove a Royal Navy Land-Rover and were joint leaders at the end of the first 240-mile stage.

After that they were dogged by bad luck and suffered two punctures on the rough rubber estate tracks, but they managed to complete the course.

Won £250

The submarine entry in the round Britain power boat race, the Tornado (pictured in the August issue of Navy News) finished in 14th place and, being first of the Service boat entries, won £250 for being first in that class to reach the Isle of Man.

The boat was supported by a maintenance team from the nuclear-powered submarine H.M.S. Churchill, who covered 2,500 miles in a 12-year-old Rover car to maintain the boat.

Fencing event

The following represented the Royal Navy in the Combined Women's Services fencing tournament at the Royal Tournament — 3/O F. J. Heal, PO Wren R. B. McHugh, Wren S. Nunn and Wren M. A. Smith.

Cpl Harding, WRAC, was champion at arms for the third year running, with five victories.

PO Wren McHugh took third place and 3/O Heal was fifth.

Soccer post

Lieut. Ray Sleep, the former Navy soccer player, has taken over management of the Portsmouth R.N. side which plays in the Hampshire League, Division I, from Lieut.-Cdr. Dennis Probee.

Lieut.-Cdr. Probee is the new coach for Bognor Regis Town Football Club.

Rated ninth

The former Royal Marine, Max Smith who, before turning professional, was an Amateur Boxing Association cruiser-weight champion, is rated ninth in the British professional light-heavyweight ranks.

Drawn match

The Royal Navy versus the Royal Air Force cricket match at Aldershot on August 21 resulted in a draw.

The Navy scored 124 (Sub-Lieut. M. Robinson 37). The R.A.F. were 65 for five when rain stopped play (Lieut.-Cdr. J. R. Smith 4—15).

Island race

The small island of Yas in the Persian Gulf, some 170 miles from Bahrain, was the scene of a "round-the-island" power boat race recently.

Four Gemini inflatable out-board motor boats from the mine-counter-measures squadron in the Gulf raced around the island, the winner being LS Barnard, of H.M.S. Gavinton.

His prize was a newly-arrived airmail copy of the Daily Telegraph, presented to him by Lieut.-Cdr. P. Grace, commanding officer of the ship.

Far East sport

In the big Far East Fleet four-day sports meeting which followed Exercise Julex 69, 42 Commando, Royal Marines, were overall winners of the "big ship" competition, with 316 points.

Runners-up were the Royal Malaysian Navy.

Some 3,000 men of the Royal Navy, Royal Marines, Royal Australian Navy, Royal New Zealand Navy and Royal Malaysian Navy participated.

Winners of the "small ships" competition were H.M.S. Simbang, with 205 points, with H.M.A.S. Stuart second.

The triathlon event (running, shooting and swimming), being tried for the first time in Singapore, was won by a team from 40 Commando, with 42 Commando

second and H.M.N.Z.S. Otago third.

The next big Far East Fleet sports event is the Perth Cup competition, due to start in the third week of September. The trophy was originally donated seven years ago by the Royal Australian Navy, who are the present holders.

The competition involves a number of sporting events and will be between the Royal Navy, the Royal Australian Navy and the Royal Malaysian Navy.

SPORTSMAN OF THE MONTH

Now in British team

Believed to be the first Serviceman to break the four-minute barrier for the mile, Cpl. Jim Douglas, of the Royal Marines — not yet 24 — appears to have the temperament and ability to become a world beater.

(Derek Ibbotson, former world champion for the mile, had, it is believed, left the R.A.F. before breaking the four-minute barrier.)

Born at Weston-super-Mare on September 9, 1945, Cpl. Douglas joined the Service in February, 1961. He took part in the usual school sports while at St John's Secondary Modern School.

On joining the Royals, he came under the notice of Sgt. Rae, the Navy six-mile runner and boxer, and won the Navy Boys 880 yards in his first year.

In Borneo

His interest in running lapsed and it was not until he was 18, and had transferred to general duties, that his zest for the sport returned, but any serious running was interrupted by active service with the Commandos in Borneo.

In 1966, however, after only one month's training, he won the senior mile in a time of 4min. 19sec., and came third in the Joint Services mile.

In 1967 he was again posted to the Far East and when he moved to Aden to cover the withdrawal with 42 Cdo, he had no chance of competitive running.

About 18 months ago, he took up strict training in Singapore, winning the Malayan and Singapore



Cpl. Jim Douglas — he first ran for Britain in August.

open mile championship in a time of 4min. 8sec.

This year he has won the Navy, Joint Services and Southern Counties championships in the 1500 metres class.

His times were — Navy championship, 3min. 45sec.; Joint Services, 3min 53sec. and Southern Counties 3min. 43.8sec.

In the A.A.A. championships at the White City he came fourth in a time of 3min. 43.4sec., the winner clocking 3min. 40.9sec. He says he was not entirely satisfied with his running on that occasion.

He so satisfied the selectors, however, that he is being considered for the European championships at Athens this month.

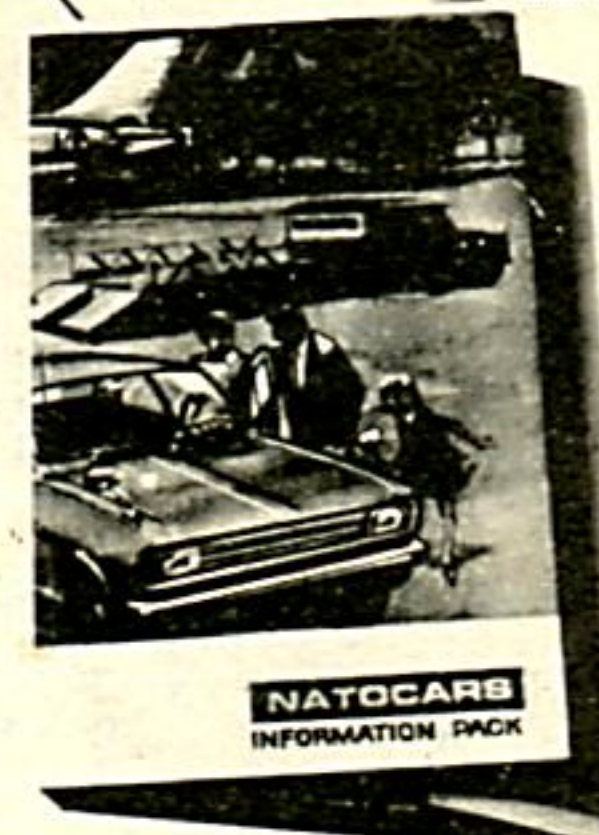
He wore his first international vest at Verona (Italy) on August 16 and 17 when running for Britain in the 1500 metres against Italy and Czechoslovakia, teaming up with the British mile champion, John Whetton.

Good prospect

The race was won by the Italian Francesco Arese in a time of 3min. 37.6sec., with Douglas, who had to do most of the front running, coming fourth.

He looks an exceedingly good prospect, particularly if he can develop a little more swift acceleration in the slowly-run, jostling races.

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